

AGENDA MATERIALS

for

TRANSMITTAL PUBLIC HEARING

of the

LEON COUNTY BOARD of
COUNTY COMMISSIONERS

and

TALLAHASSEE CITY COMMISSION

CYCLE 2004-1
COMPREHENSIVE PLAN AMENDMENTS

January 27, 6:00 PM
COUNTY COMMISSION CHAMBERS
COURTHOUSE



*Tallahassee-Leon County
Planning Department*

MEMORANDUM

To: Members of the Leon County Board of County Commissioners
Members of the City Commission

From: Wayne Tedder, Interim Planning Director

Date: January 21, 2004

Subject: Additional Materials for the Transmittal Hearing
on the 2004-1 Amendment Cycle

The Transmittal Hearing with the City and County Commissions on the Cycle 2004-1 Comprehensive Plan amendments will be held January 27, at 6:00 p.m. in the County Commission Chambers. Your notebooks contain most of the information for this hearing, however, the following materials will also be needed, and have been included with this package:

- Attachment #1: Agenda for the January 27, 2004 Transmittal Hearing.
- Attachment #2: Updated Summary Chart of the amendments that identifies recommendations from staff, the Local Planning Agency (LPA), and informal positions of the County Board and City Commission.

The map and text amendments as proposed for transmittal follow attachment #2.

No additional Citizen Comments have been received since the Joint Workshop.

These materials have been three-hole punched so that they can be included with your notebook materials.

Attachments

cc:	Parwez Alam	Michael Wright	Sandi O'Neal	Paula Cook
	Anita Favors	Linda Hurst	Jim English	Eloise Gramling
	Vincent Long	Herb Thiele	Christine Coble	

TRANSMITTAL PUBLIC HEARING AGENDA
Comprehensive Plan Amendment Cycle 2004-1

Tuesday, January 27, 2004 at 6:00 PM
County Commission Chambers

- I. Call to Order/Introductory Comments by Staff**
- II. Receipt of Public Comments on Cycle 04-1 Comprehensive Plan Amendments**
- III. Action on Consent Items (City and County Commissions are in agreement)**
 - A. Introductory comments by Staff**
 - B. Consent Items (City and County Commissions are in agreement)**

Amendment #	Description	Tentative Positions
2004-1-M-001	Proposed map amendment change from Residential Preservation to Central Urban on .52 acres and is located on the southwest corner of Old Bainbridge Road and Preston Street.	City-Approve County- Approve
2004-1-M-002	Proposed map amendment change from Rural to Recreation/Open Space on 426.3 acres located south of Buck Lake Road, north of Capitola Road, east of Benjamin Chaires Road, and west of Baum Road. Property is owned by Leon County and the State of Florida.	City-Approve County-Approve
2004-1-M-003	Proposed map amendment change from Mixed Use C to Activity Center on the westerly 150 feet of four parcels (4.61 acres) which front on the west side Midyette Road, lying south of Old St. Augustine Road and north of J. S. Dillon Avenue.	City-Approve County-Approve
2004-1-M-004	Proposed map amendment change from Industrial to Mixed Use B on 41.88 acres fronting the south side of Tower Road and north of Woodlane Circle, east of Bombadil Drive and west of the CSX Railroad. If approved, the applicant is requesting Residential 3 (R-3) zoning.	City- Approve w/modifications (Amended Map) County-Approve w/modifications (Amended Map)
2004-1-M-005	Proposed map amendment to change from Mixed Use C to University Transition. The parcels are located south of West Call Street and west of Stadium Drive. If approved the applicant is requesting University Transition zoning.	City-Approve County-Approve
2004-1-M-006	Proposed map amendment change from Rural to Urban Fringe on 28.38 acres fronting the south side of Tram Road, located east of the Southeast Farm Wastewater Reuse Facility site and west of Hidden Lakes Drive.	City-Approve County-Approve
2004-1-M-007	Proposed map amendment change from Industrial to Mixed Use B on 20 acres located north of the western terminus of Tharpe Street, west of the intersection of Tharpe Street and Capital Circle NW. If approved, the applicant is requesting Office Residential (OR-3) zoning.	City-Approve County-Approve
2004-1-T-010	Changes adoption dates for Inclusionary housing ordinances. Modify other policies to provide voluntary incentive-based Inclusionary housing strategy.	City-Approve w/modifications (Change adoption date only) County-Approve
2004-1-T-011	Annual update of 5 Year Schedules of Capital Improvements	City- Approve County- Approve
2004-1-T-012	Sets forth policies that provide for conservation subdivisions & related glossary terms.	City-Approve w/modifications (Applicable to UF only; add minimum % required open space set aside; minimum qualifying site size; no density bonus.) County-Approve w/modifications (Applicable to UF only; add minimum % required open space set aside; minimum qualifying site size; no density bonus.)

2004-1-T-013	Provides that Leon County & City of Tallahassee will identify & address special needs of drainage basin sub-areas through sector planning.	City-Deny County-No Action Required
2004-1-T-015	Creates more flexibility to develop on certain sites with significant grades (10% to 20%) by allowing for off-site mitigation	City- Approve w/modifications (Properties inside and fronting on the exterior of Capital Circle, south of Interstate 10) County-Approve w/modifications (Properties inside and fronting on the exterior of Capital Circle, south of Interstate 10)
2004-1-T-019	Waives most intersection & adjoining use restrictions in Activity Center future land use category	City-Approve County- Approve
2004-1-T-020	Adds Neighborhood Boundary future land use category to the Land Use Development Matrix.	City-Approve County- Approve
2004-1-T-021	Requires applicants to wait a full year on applications that are withdrawn after receiving an LPA recommendation	City-Approve County-Approve

* If Commission action differs from staff recommendation, findings of fact will be required

C. Discussion Items (City and County Commission have either not taken a position, or positions differ and require additional discussion)

<u>Amendment #</u>	<u>Description</u>	<u>Tentative Positions</u>
2004-1-T-014	Establishes future ROW protection & access management provisions for existing & future transportation facilities	City-Approve w/modifications (Staff modifications) County-Deny
2004-1-T-016	Adds definitions for Private Recreation Facilities, Commercial Recreation Facilities, & Residential Recreation Facilities	City-Deny (Direct staff to develop alternative language) County-Approve
2004-1-T-017	Adds footnote to Recreation Open/Space future land use category	City-Deny the Amendment; Approve Staff Alternative Recommendation County-Approve
2004-1-T-018	Adds footnote to Active and Passive Recreation use types	City-Deny County-Approve

D. Adjournment

If you have a disability requiring accommodations, please contact the Tallahassee-Leon County Planning Department. The Planning Department telephone number is (850) 891-8600. The telephone number of the Florida Relay TDD Service is # 1-800-955-8771.

"Please be advised that if a person decides to appeal any decision made by the City Commission or the Board of County Commissioners with respect to any matter considered at this meeting or hearing, such person will need a record of these proceedings, and for this purpose such person may need to ensure that a verbatim record of the proceedings is made, which record indicates the testimony and evidence upon which the appeal is to be based. The City and County do not provide or prepare such a record (Section 286.0105 F.S.)."

SUMMARY CHART of COMPREHENSIVE ZONING AMENDMENTS - CYCLE 2004-1

Item #	Amendment To:	Nature of Proposed Amendment	Levy County School District	Planning Staff Recommendation	LEA Recommendation	City Commission Position	Board of County Commissioners Position
2004-1-M-001	FUTURE LAND USE MAP (Southwest corner of Preston Street & Old Bainbridge Road)	From: Residential Preservation To: Central Urban 0.52 Ac.	All three public schools are currently under capacity.	D	A	A	A
2004-1-M-002	FUTURE LAND USE MAP (South side Buck Lake Road, West side of Baum Road, & lying east of Benjamin Chaires Rd. & north of Capitola Road)	From: Rural To: Recreation/Open Space 426.30 Ac.	No impact to schools.	A	A	A	A
2004-1-M-003	FUTURE LAND USE MAP (Western 150 feet of four parcels fronting on the West side of Midyette Road)	From: Mixed Use C To: Activity Center 4.61 Ac.	Elementary and high schools are under capacity. Fairview Middle School is over capacity.	A	A	A	A
2004-1-M-004	FUTURE LAND USE MAP (South side of Tower Road, West side CSX RR, East of Bombadil Drive, & North of Lakewood Industrial Park)	From: Industrial To: Mixed Use B 41.88 Ac.	All three public schools are currently under capacity.	A	AM Amended Map	AM Amended Map	AM Amended Map
2004-1-M-005	FUTURE LAND USE MAP (Southeast corner of West Call Street & Conradt Street)	From: Mixed Use C To: University Transition 1.87 Ac.	All three public schools are currently under capacity.	A	A	A	A
2004-1-M-006	FUTURE LAND USE MAP (South side of Tram Road, East of Fritz Lane & West of Hidden Lakes Drive)	From: Rural To: Urban Fringe 28.38 Ac.	Elementary and high schools are under capacity. Fairview Middle School is over capacity.	A	A	A	A

A - Approved
AM - Approved With Modifications
D - Denied

Reflecting Actions Through Joint Workshop of December 11, 2003

SUMMARY CHART of COMPREHENSIVE PLAN AMENDMENTS - CYCLE 2004-1

Item #	Amendment Title	Nature of Proposed Amendment	Levy County School District Staff Comments	Planned Staff Changes	LP A Recommendation	City Commission Position	Board of County Commissioners Position
2004-1-M-007	FUTURE LAND USE MAP (North side of West Tharpe Street at its western terminus)	From: Industrial To: Mixed Use B 20.0 Ac.	All three public schools are currently under capacity.	A	A	A	A
2004-1-M-008	FUTURE LAND USE MAP (North side of East Park Avenue between Belmont Road and Ferndale Drive)	From: Residential Preservation To: Mixed Use A 7.70 Ac.	Elementary and high schools are under capacity. Fairview Middle School is over capacity.				
2004-1-M-009	FUTURE LAND USE MAP (Two non-adjacent parcels fronting on the North side of Glenview Drive east of Fernando Drive)	From: Residential Preservation To: Mixed Use A 0.64 Ac.	All three public schools are currently under capacity.				
2004-1-T-010	HOUSING ELEMENT Housing Policy 1.2.5 (City) Housing Policy 1.3.7 (County)	Changes adoption dates for inclusionary housing ordinances	Not applicable.	A	A	Change adoption date only.	A
2004-1-T-011	CAPITAL IMPROVEMENTS ELEMENT Schedules of Capital Improvements	Annual update of 5 Year Schedules of Capital Improvements	Not applicable.	A	A	A	A
2004-1-T-012	LAND USE ELEMENT New Objective 2.2 & companion Policies; New Glossary Terms	Sets forth policies that provide for conservation subdivisions & related glossary terms.	Not applicable.	A	AM	AM	AM Applicable to UF only; add minimum % required open space set aside: minimum qualifying site size, No density bonus.

A - Approved
AM - Approved With Modifications
D - Denied

Reflecting Actions Through Joint Workshop of December 11, 2003

SUMMARY CHART of COMPREHENSIVE PLAN AMENDMENTS - CYCLE 2004-1

Item #	Amendment To	Nature of Proposed Amendment	Leon County School District Staff	Planning Staff Recommendation	LPA Recommendation	City Commission Position	Joint of County Commissioners Position
2004-1-T-013	LAND USE ELEMENT Creates new LAND USE GOAL 14, and new supporting Objective and Policies	Provides that Leon County & City of Tallahassee will identify & address special needs of drainage basin sub-areas through sector planning.	Not applicable.	A Or, alternatively explore other options to accomplish the intent of the amendment.	A Staff Recommendation	D	No Action Required
2004-1-T-014	LAND USE, TRANSPORTATION, & CAPITAL IMPROVEMENTS ELEMENTS, GLOSSARY Multiple Policies	Establishes future ROW protection & access management provisions for existing & future transportation facilities	Not applicable.	A	A	Continued to Joint Transmittal Public Hearing	Continued to Joint Transmittal Public Hearing
2004-1-T-015	LAND USE & CONSERVATION ELEMENTS, GLOSSARY Land Use Summary, Policies 1.2.1, 1.2.2: Conservation Policies 1.3.2, 1.3.5, 1.3.8; Adds New Glossary Term	Creates more flexibility to develop on certain sites with significant grades (10% to 20%) by allowing for off-site mitigation	Not applicable.	AM	D (Motion to Approve Failed on a Tie Vote)	AM Properties inside and fronting on the exterior of Capital Circle, south of Interstate 10	AM Properties inside and fronting on the exterior of Capital Circle, south of Interstate 10
2004-1-T-016	GLOSSARY Adds New Glossary Terms	Adds definitions for Private Recreation Facilities, Commercial Recreation Facilities, & Residential Recreation Facilities	Not applicable.	D	D	D Strengthen Staff Alternative Policy	A
2004-1-T-017	LAND USE ELEMENT Land Use Development Matrix	Adds footnote to Recreation Open/Space future land use category	Not applicable.	Deny - Original Request Approve -Staff Alternative Recommendation	Deny - Original Request Approve Staff Alternative Recommendation	Deny - Original Request Approve Staff Alternative Recommendation	A
2004-1-T-018	LAND USE ELEMENT Land Use Development Matrix	Adds footnote to Active and Passive Recreation use types	Not applicable.	D	D	D	A

A - Approved
AM - Approved With Modifications
D - Denied

Reflecting Actions Through Joint Workshop of December 11, 2003

SUMMARY CHART of COMPREHENSIVE PLAN AMENDMENTS - CYCLE 2004-1

Item #	Amendment To:	Nature of Proposed Amendment	Leon County School District Staff Comments	Planning Staff Recommendation	LPA Recommendation	City Commission Position	Board of County Commissioners Position
2004-1-T-019	LAND USE ELEMENT New Land Use Policy 1.4.22	Waives most intersection & adjoining use restrictions in Activity Center future land use category	Not applicable.	A	A	A	A
2004-1-T-020	LAND USE ELEMENT Land Use Development Matrix	Adds Neighborhood Boundary future land use category to the Land Use Development Matrix.	Not applicable.	A	A	AM	AM
2004-1-T-021	INTERGOVERNMENTAL COORDINATION ELEMENT IGC Policy 1.8.4	Requires applicants to wait a full year on applications that are withdrawn after receiving an LPA recommendation	Not applicable.	A	D	A	A

A - Approved
AM - Approved With Modifications
D - Denied

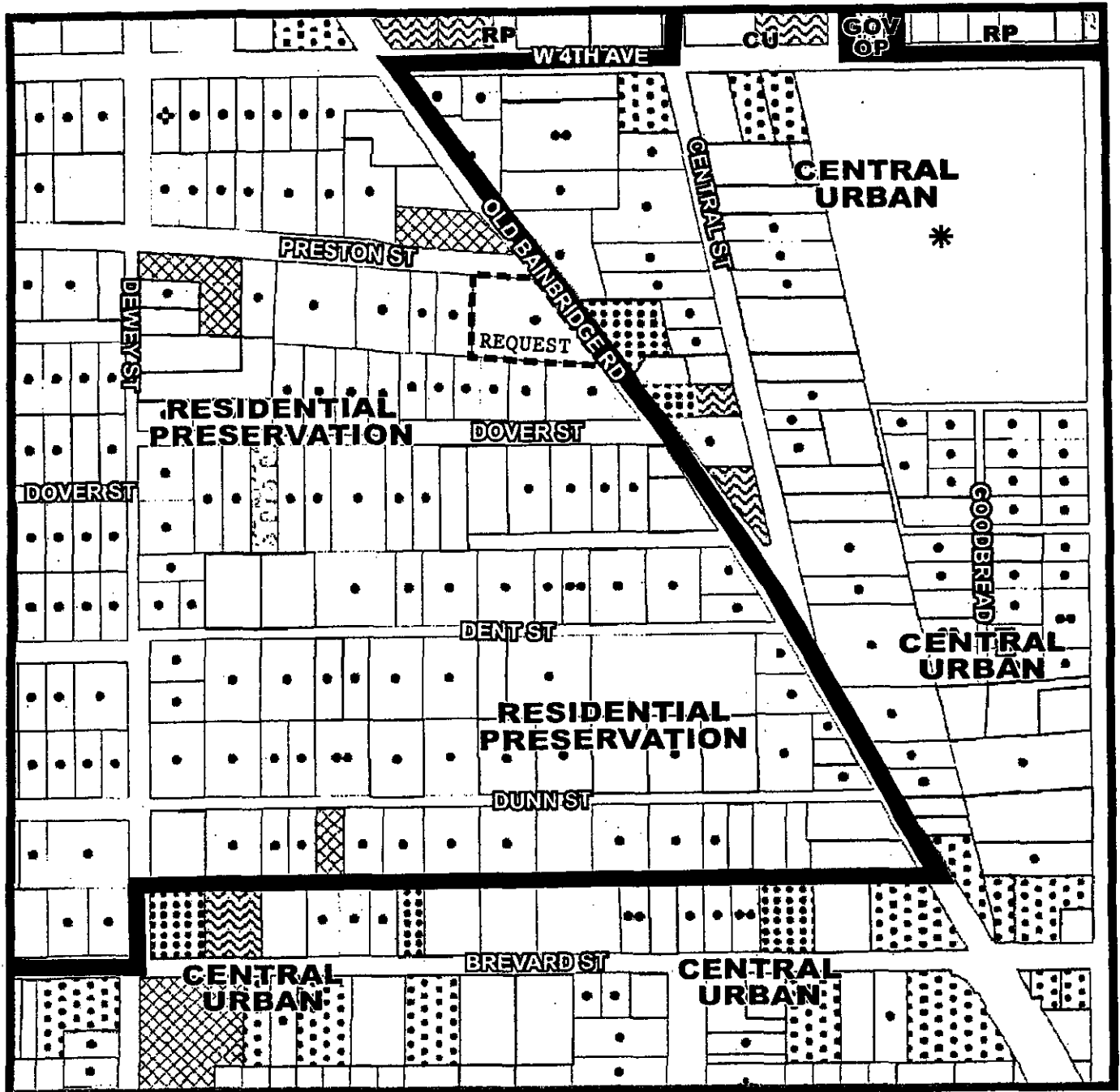
Reflecting Actions Through Joint Workshop of December 11, 2003

MAP AMENDMENT
04-1-M-001

(SW corner Preston Street
& Old Bainbridge Road)

From: Residential Preservation
To: Central Urban
0.52 Ac.

LPA Recommendation: APPROVAL
City Comm. Position: APPROVAL
County Comm. Position: APPROVAL



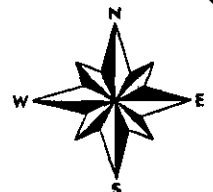
- | | | | |
|--|-----------------------|--|------------------|
| | Government Operations | | Warehouse |
| | Green Space | | Water |
| | Historical | | Group Quarters |
| | Hotel/Motel | | Hospital, Clinic |
| | Mobile Home Park | | Condominium |
| | Religious, Non-profit | | Duplex |
| | Nursing Home | | Multifamily |
| | Office | | Mobile Home |
| | Retail | | Parking |
| | School | | Single Family |
| | University | | Triplex |
| | Vacant | | Townhouse |

2000 EXISTING LAND USE

AMENDMENT 2004-1-M-001

SITE TAX ID:
21-25-28_A-0390

FROM: Residential Preservation
TO: Central Urban
ACRES: .52 ±



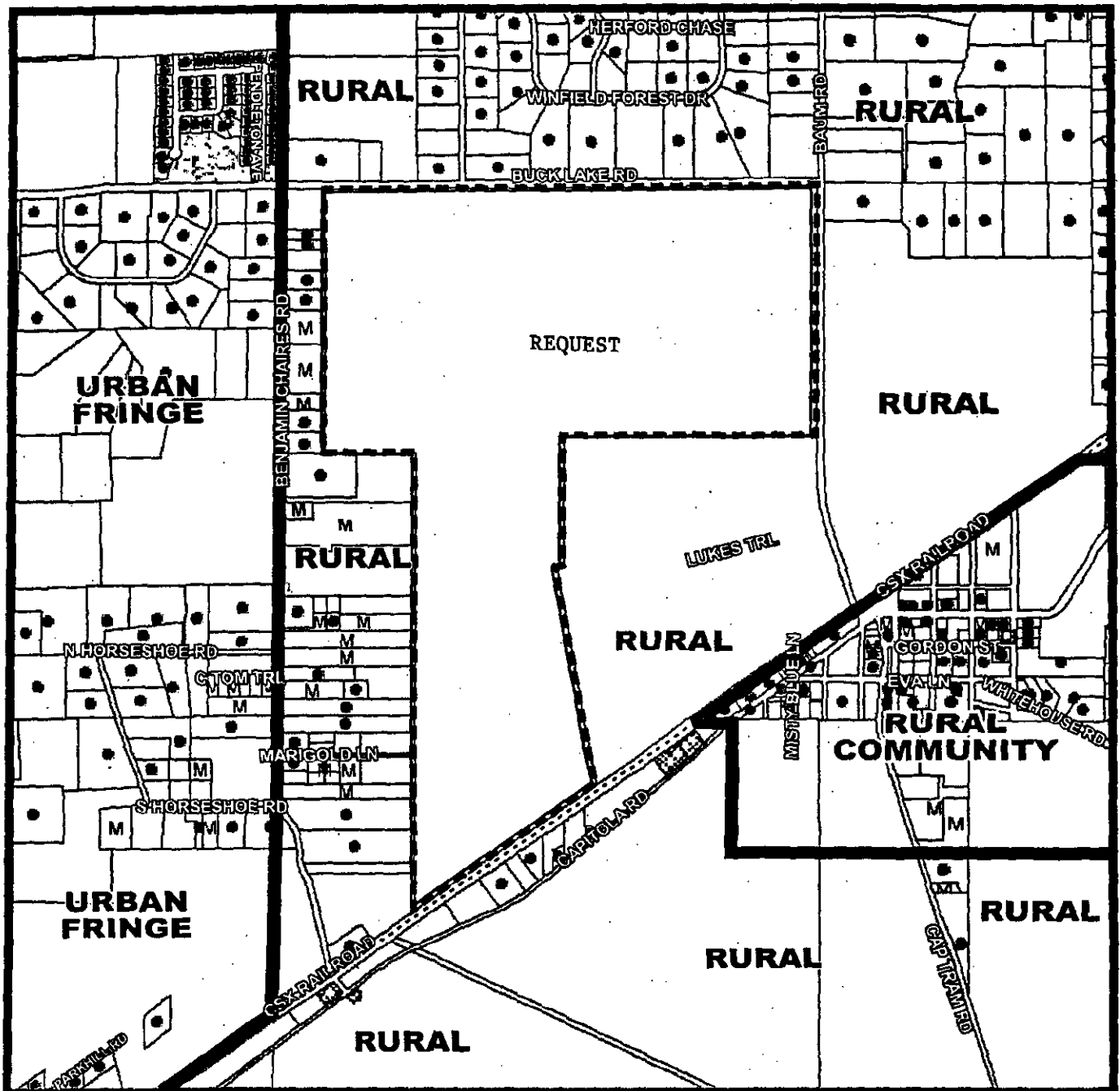
MAP AMENDMENT
04-1-M-002

(South side Buck Lake Road, West
side of Baum Road, & lying East of Benjamin
Chaires Road & North of Capitola Road)

From: Rural
To: Recreation/Open Space
426.30 Ac.

LPA Recommendation: APPROVAL
City Comm. Position: APPROVAL
County Comm. Position: APPROVAL

AMENDMENT 2004-1-M-002



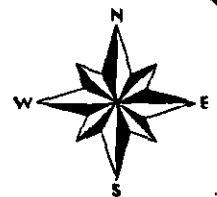
	Government Operations		Warehouse
	Green Space		Water
	Historical		Group Quarters
	Hotel/Motel		Hospital/Clinic
	Mobile Home Park		Condominium
	Religious, Non-profit		Duplex
	Nursing Home		Multifamily
	Office		Mobile Home
	Retail		Parking
	School		Single Family
	University		Triplex
	Vacant		Townhouse

2000 EXISTING LAND USE

AMENDMENT 2004-1-M-002

SITE TAX ID:
12-26-20-010-0000

FROM: Rural
TO: Recreation/Open Space
ACRES: 426.29 ±



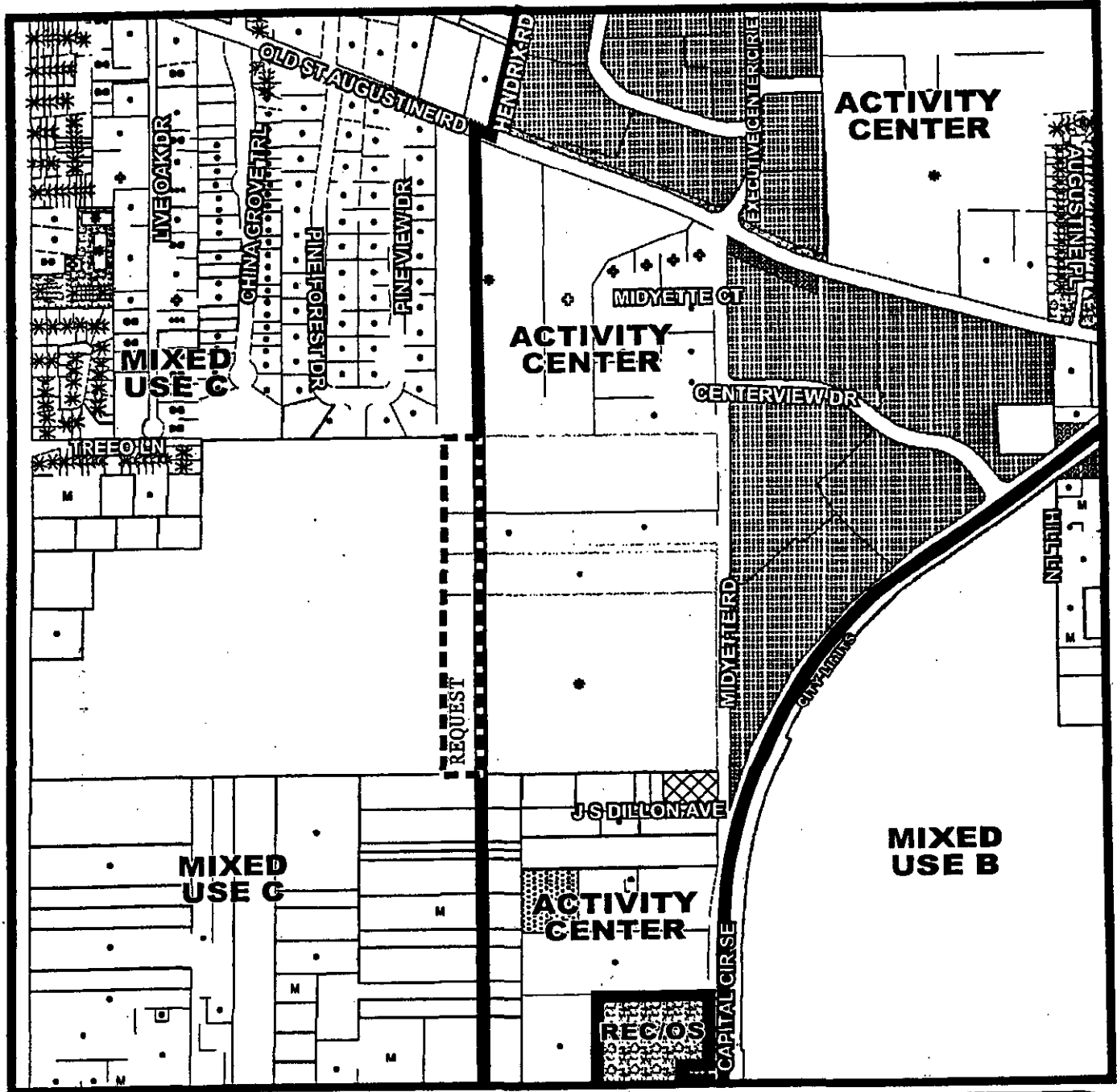
TALLAHASSEE - LEON COUNTY
PLANNING DEPARTMENT
DWS, MO 04-1-M-002

**MAP AMENDMENT
04-1-M-003**

(Western 150 feet of four parcels
fronting on the West side of Midyette Road)

From: Mixed Use C
To: Activity Center
4.61 Ac.

LPA Recommendation: APPROVAL
City Comm. Position: APPROVAL
County Comm. Position: APPROVAL



	Government Operations		Warehouse
	Green Space		Water
	Historical		Group Quarters
	Hotel/Motel		Hospital, Clinic
	Mobile Home Park		Condominium
	Religious, Non-profit		Duplex
	Nursing Home		Multifamily
	Office		Mobile Home
	Retail		Parking
	School		Single Family
	University		Triplex
	Vacant		Townhouse

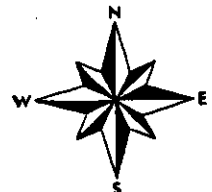
2000 EXISTING LAND USE

AMENDMENT 2004-1-M-003

SITE TAX ID:

31-09-20-263-000-0, 31-09-20-257-000-0,
31-09-20-201-000-0, 31-09-20-203-000-0

FROM: Mixed Use C
TO: Activity Center
ACRES: 4.61 ±



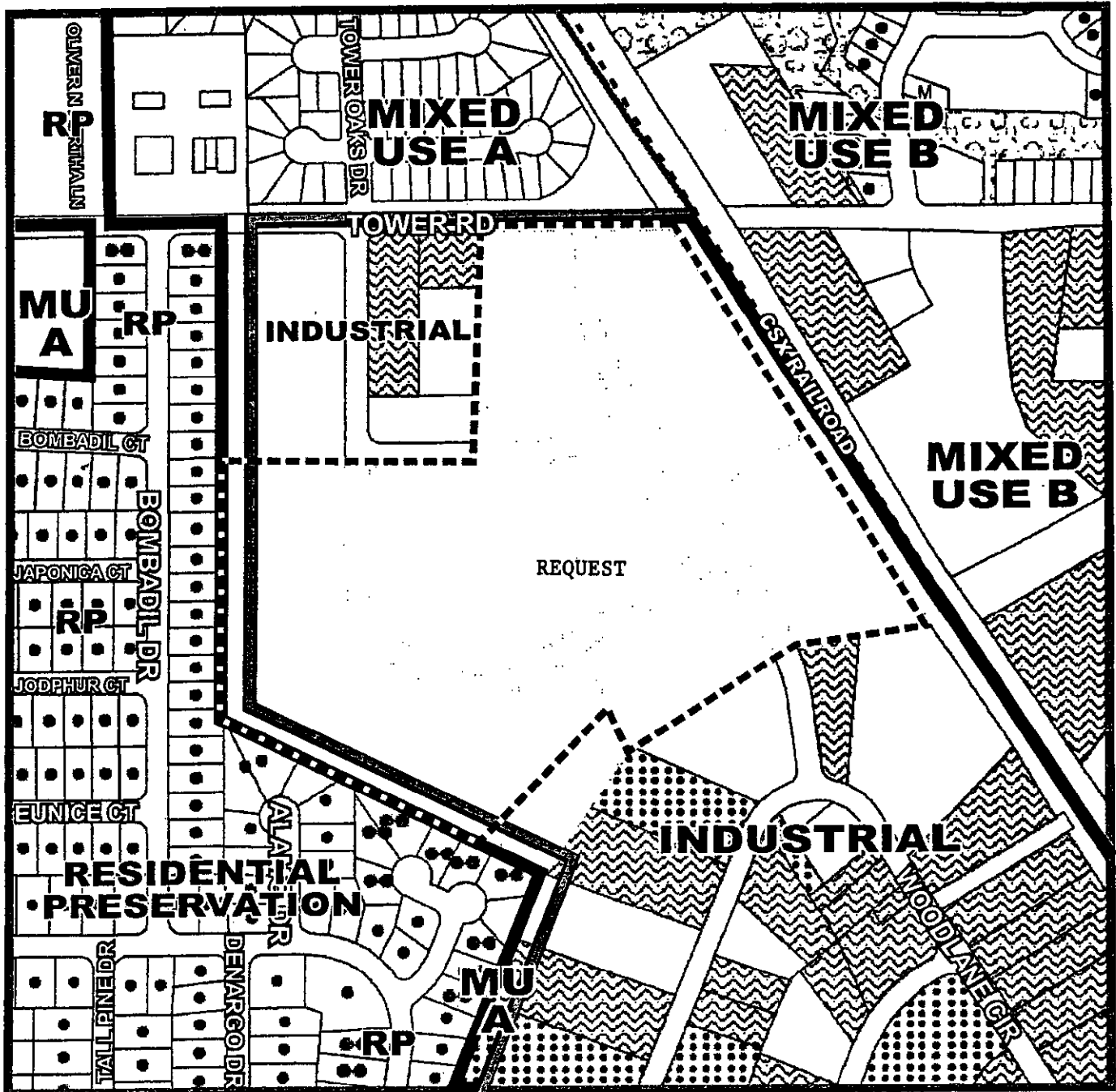
MAP AMENDMENT

04-1-M-004

(South side of Tower Road, West side
of CSX Railroad, East of Bombadil Drive,
& North of Lakewood Industrial Park)

From: Industrial
To: Mixed Use B
41.88 Ac.

LPA Recommendation: APPROVAL (Amended Map)
City Comm. Position: APPROVAL (Amended Map)
County Comm. Position: APPROVAL (Amended Map)



- | | | | |
|--|-----------------------|--|-----------------|
| | Government Operations | | Warehouse |
| | Green Space | | Water |
| | Historical | | Group Quarters |
| | Hotel/Motel | | Hospital/Clinic |
| | Mobile Home Park | | Condominium |
| | Religious, Non-profit | | Duplex |
| | Nursing Home | | Multifamily |
| | Office | | Mobile Home |
| | Retail | | Parking |
| | School | | Single Family |
| | University | | Triplex |
| | Vacant | | Townhouse |

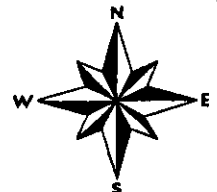
2000 EXISTING LAND USE

AMENDMENT 2004-1-M-004

SITE TAX ID:

21-06-51-00-005-00, 21-06-51-00-008-00,
21-06-51-00-004-20, 21-06-51-00-002-40,

FROM: Industrial
TO: Mixed Use B
ACRES: 41.883 ±

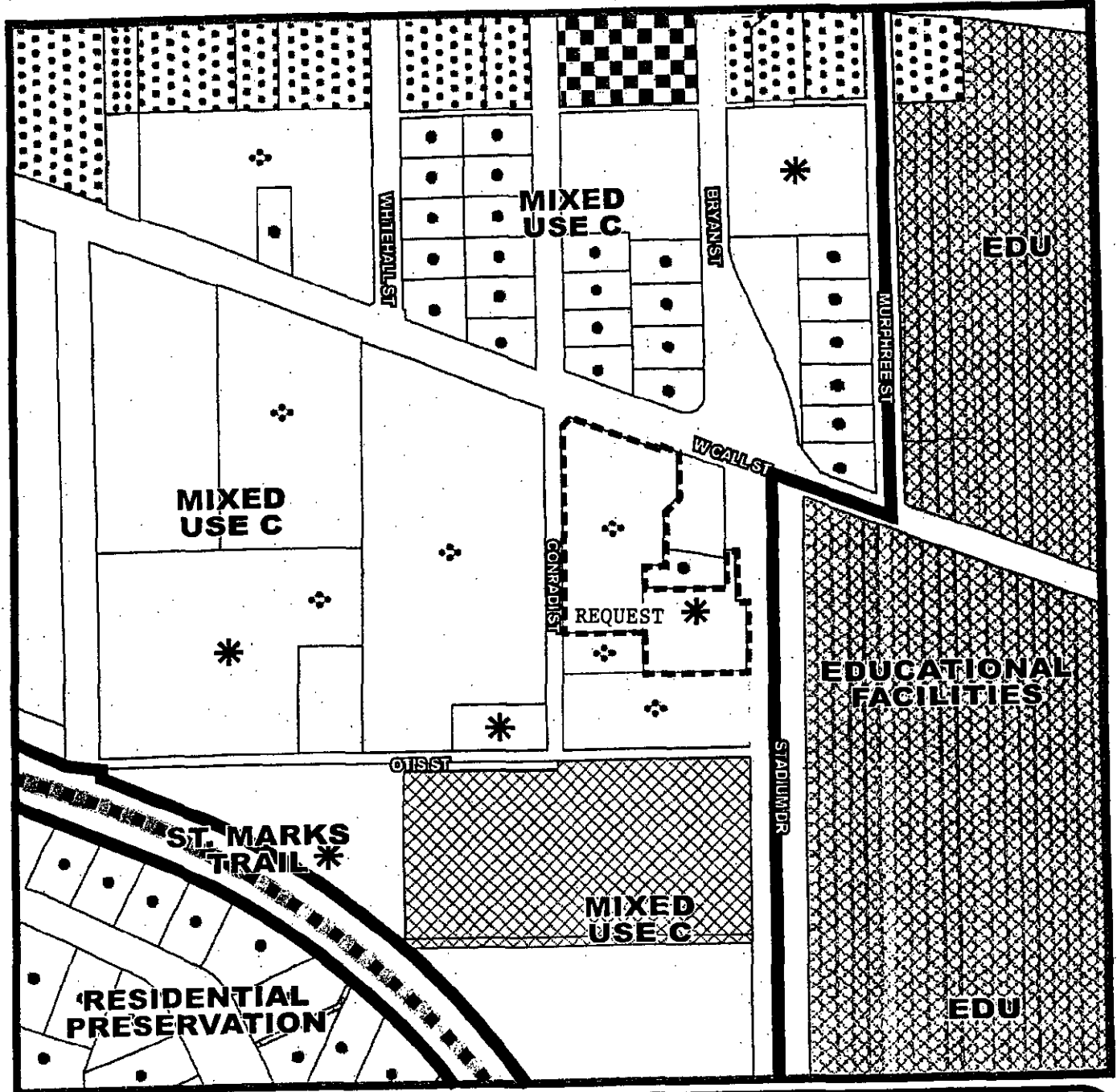


MAP AMENDMENT
04-1-M-005

(SW corner of West Call Street
& Conradi Street)

From: Mixed Use C
To: University Transition
1.87 Ac.

LPA Recommendation: APPROVAL
City Comm. Position: APPROVAL
County Comm. Position: APPROVAL



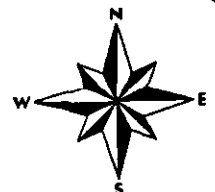
	Government Operations		Warehouse
	Green Space		Water
	Historical		Group Quarters
	Hotel Motel		Hospital, Clinic
	Mobile Home Park		Condominium
	Religious, Non-profit		Duplex
	Nursing Home		Multifamily
	Office		Mobile Home
	Retail		Parking
	School		Single Family
	University		Triplex
	Vacant		Townhouse

2000 EXISTING LAND USE

AMENDMENT 2004-1-M-005

SITE TAX ID:
21-34-81-000-2000, 21-34-81-000-2040

FROM: Mixed Use C
TO: University Transition
ACRES: 1.87 ±

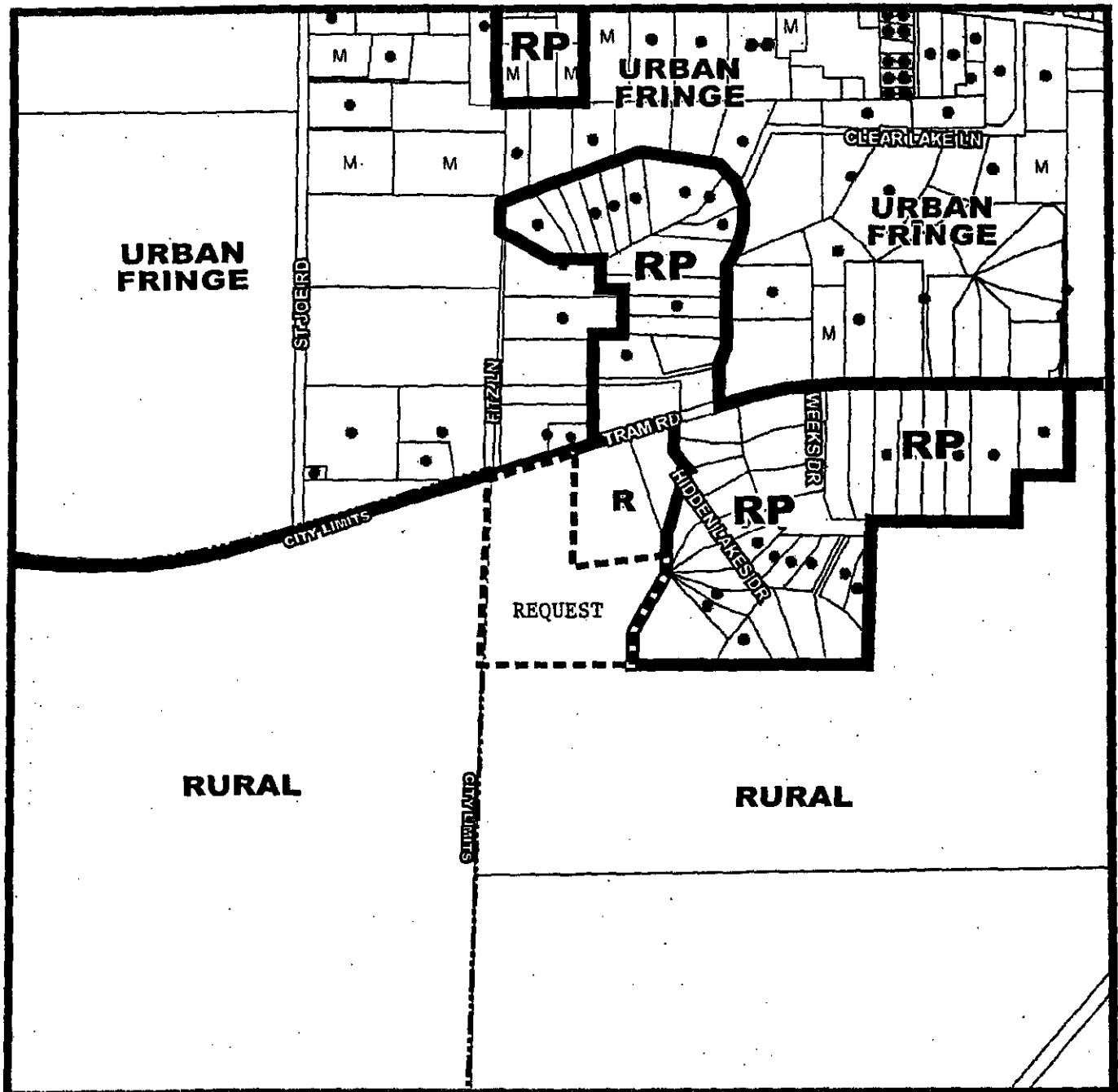


MAP AMENDMENT
04-1-M-006

(South side of Tram Road, East of Fritz Lane,
& West of Hidden Lakes Drive)

From: Rural
To: Urban Fringe
28.38 Ac.

LPA Recommendation: APPROVAL
City Commission Position: APPROVAL
County Commission Position: APPROVAL



<ul style="list-style-type: none"> Government Operations Green Space Historical Hotel/Motel Mobile Home Park Religious, Non-profit Nursing Home Office Retail School University Vacant 	<ul style="list-style-type: none"> Warehouse Water Group Quarters Hospital, Clinic Condominium Duplex Multifamily Mobile Home Parking Single Family Triplex Townhouse
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AMENDMENT
2004-1-M-006

SITE TAX ID:
32-28-20-236-000-0

FROM: Rural
TO: Urban Fringe
ACRES: 28.38 ±

2000 EXISTING LAND USE

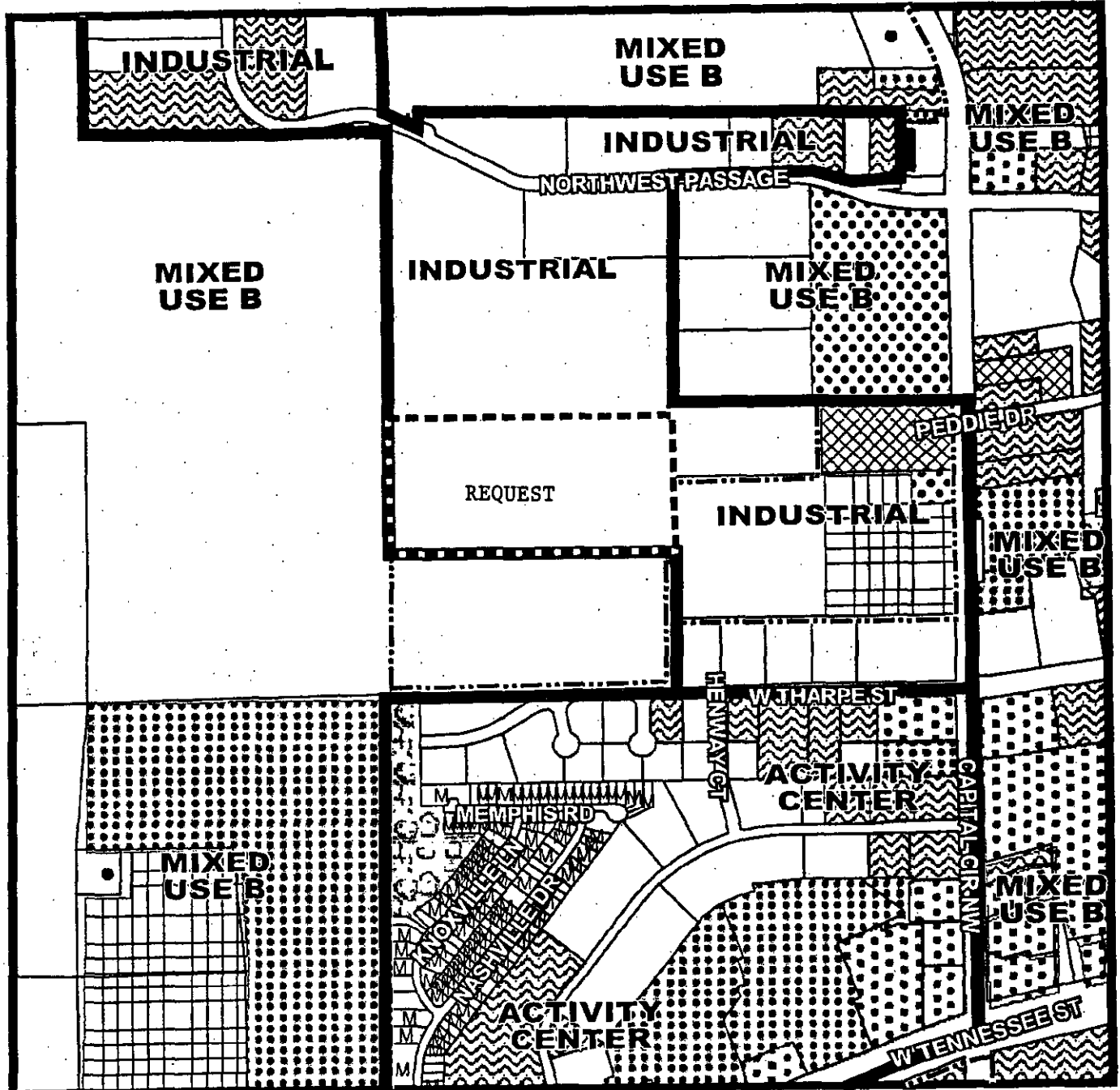
TALLAHASSEE - LEON COUNTY
PLANNING DEPARTMENT
DWG. NO. 04-1-M-006

MAP AMENDMENT
04-1-M-007

(North side of West Tharpe Street
at its Western terminus)

From: Industrial
To: Mixed Use B
20.00 Ac.

LPA Recommendation: APPROVAL
City Commission Position: APPROVAL
County Commission Position: APPROVAL



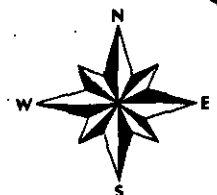
	Government Operations		Warehouse
	Green Space		Water
	Historical		Group Quarters
	Hotel Motel		Hospital, Clinic
	Mobile Home Park		Condominium
	Religious, Non-profit		Duplex
	Nursing Home		Multifamily
	Office		Mobile Home
	Retail		Parking
	School		Single Family
	University		Triplex
	Vacant		TownHouse

2000 EXISTING LAND USE

AMENDMENT 2004-1-M-007

SITE TAX ID:
21-19-20-401-0000

FROM: Industrial
TO: Mixed Use B
ACRES: 20 ±



TEXT AMENDMENT

04-1-T-010

(Changes adoption dates for inclusionary
housing ordinances & provides for
voluntary incentive program)

HOUSING ELEMENT

(City Housing Policy 1.2.5
County Housing Policy 1.3.7)

LPA Recommendation: APPROVAL

City Comm. Position: APPROVAL (Adoption date only)

County Comm. Position: APPROVAL

PROPOSED TEXT / POLICIES

City Position: Change the date.

Policy 1.2.5.[H]: By 1999 2004, adopt an ordinance specifying a methodology and process to ensure the implementation of the developer-provided affordable housing contribution specified in Policy 1.2.4. This ordinance shall specify all applicable implementation details, including, but not limited to: eligible housing recipient qualifications and applicable restrictions; exemptions as stated in Policy 1.2.4 to affordable housing contribution requirements (if applicable); the periodic monitoring, revise and revision (as necessary) of Policy 1.2.4 and its implementation; enforcement provisions; and for fee revenues provided through the implementation of Policy 1.2.4, the agency or agencies responsible for collection, management, and application of all such fee revenues including any criteria for the application of revenues.

County Position: Change the date and modify applicable policies to establish a voluntary incentive based inclusionary housing strategy.

Policy 1.3.6: To facilitate the provision of homeownership opportunities for low and moderate income households within future development; to encourage the even distribution of these opportunities throughout the community; and to prevent negative impacts associated with geographic over concentration of low-income households, the County shall provide incentives for the voluntary provision of residential units affordable to low and moderate income households within new development or at nearby off-site locations.

The minimum percentage of affordable units required to be built by the developer within a new development necessary to qualify for incentives shall be established by the ordinance and shall be consistent with the following: the most recent housing, economic and demographic information available from the United States Department of Housing and Urban Development, the United States Bureau of the Census, or the best available data, as determined by Leon County.

Policy 1.3.7: By 2004, the County shall adopt an ordinance providing developer incentives for the provision of low and moderate income homeownership opportunities within new developments or at nearby off-site locations. This ordinance shall specify all applicable implementation details, including, but not limited to: available developer incentives; criteria for granting incentives; eligible household recipient qualifications and applicable restrictions; exemptions as may be applicable; and periodic review and monitoring of the implementation of Policies 1.3.6 and 1.3.7.

Policy 1.3.8: All Target Planning Areas, (TPAs), Critical Planning Areas (CPAs) and Developments of Regional Impact (DRIs) shall be required to address the provision of affordable housing. The Land Development Regulations (LDRs) shall provide criteria and procedures to implement this policy. (Existing Policy Language)

EXISTING COUNTY POLICIES

County Housing Element Policies 1.3.6, 1.3.7, and 1.3.8.

Policy 1.3.6.:

To insure that future development provides some degree of affordable housing units and that these units are evenly distributed throughout the community and to prevent negative impacts associated with geographic overconcentration, the City and County shall require the following for residential developments: the construction of affordable on-site housing units or off-site housing units within the same census tract or other location as approved by elected officials.

The percentage of affordable units required to be built by the developer shall be established by ordinance and shall be consistent with the following: the most recent housing information available from the Shimberg Center for Affordable Housing and the latest estimates of area family income published annually by the federal Housing and Urban Development Department, or the best available data, as determined by the Planning Department.

The option of contributing fees to an applicable affordable housing program in lieu of construction of an affordable unit shall be available only for small and medium size developments. This fee shall be established by ordinance and shall be based upon a percentage of the difference between the average selling price of the units sold and the established maximum sales price affordable to a low income family. The fee shall apply to each required affordable unit not built. The thresholds for small, medium and large residential developments will be established by ordinance.

In order to accomplish equitable distribution of affordable housing, this policy shall apply only to developments located within census tracts where the median family income is higher than the median family income for Leon County. Census tracts located in the Southern Strategy Boundary where the median family income is higher than the median family income for Leon County shall be exempted from this policy. Maps of the census tracts affected by this policy are located at the end of the Housing Element Goals, Objectives, and Policies.

For the purposes of this policy, two or more developments shall be aggregated and considered as one development, if they are no more than 1/4 mile apart and any two of the following criteria are met:

- a. There is a common interest in two or more developments;
- b. The developments will undergo improvements within the same five year period;
- c. A master plan exists submitted to a governmental body addressing all developments;
- d. All developments share some infrastructure or amenities;
- e. A common advertising scheme addresses all development.

Policy 1.3.7.:

By 1999, adopt an ordinance specifying a methodology and process to ensure the implementation of the developer-provided affordable housing contribution specified in Policy 1.2.4. This ordinance shall specify all applicable implementation details, including, but not limited to: eligible housing recipient qualifications and applicable restrictions; exemptions as stated in Policy 1.2.4 to affordable housing contribution requirements (if applicable); the periodic monitoring, review, and revision (as necessary) of Policy 1.2.4 and its implementation; enforcement provisions; and, for fee revenues provided through the implementation of Policy 1.2.4., the agency or agencies responsible for collection, management, and application of all such fee revenues including any criteria for the application of revenues.

Policy 1.3.8.:

Notwithstanding the exceptions provided in Housing Policy 1.3.6, all Target Planning Areas, (TPAs), Critical Planning Areas (CPAs) and Developments of Regional Impact (DRIs) shall be required to address the provision of affordable housing. The Land Development Regulations (LDRs) shall provide criteria and procedures to implement this policy.

TEXT AMENDMENT

04-1-T-011

(Annual update of the 5 Year Schedules
of Capital Improvements)

CAPITAL IMPROVEMENTS ELEMENT
(Schedules of Capital
Improvements)

LPA Recommendation: APPROVAL
City Comm. Position: APPROVAL
County Comm. Position: APPROVAL

**The Five Year Schedules
of Capital Improvements
for the City of Tallahassee,
Leon County, &
Talquin Electric Cooperative
may be found in your notebooks
under Tab 11**

TEXT AMENDMENT

04-1-T-012

(Sets forth policies that provide for
Conservation Subdivisions and related
Glossary terms)

LAND USE ELEMENT

New Objective 2.2 & related policies;
New Glossary terms)

LPA Recommendation: APPROVAL with Modifications
City Comm. Position: APPROVAL with Modifications
County Comm. Position: APPROVAL with Modifications

PROPOSED TEXT / POLICIES:

GLOSSARY

CONSERVATION SUBDIVISION: A residential or mixed-use development that has been developed utilizing a design approach in which a significant fraction of the parent tract(s) is reserved as permanently protected open space and the remaining fraction of the land is developed. Under this design approach, development is clustered or concentrated on the least environmentally or other wise significant portions of the development site.

DENSITY NEUTRAL: As applied to Conservation Subdivisions, means that the allowable density achieved through the utilization of the conservation subdivision design approach shall not exceed the maximum density established for the Future Land Use Map category and base zoning district applicable to the subject property or properties.

OPEN SPACE: (effective 7/16/90) Means undeveloped lands suitable for passive recreation or conservation uses. In the context of Conservation Subdivisions, Open Space refers to lands subject to a required conservation easement. These lands may include Conservation and Preservation features defined in this Plan, or agricultural or silvicultural properties, that are managed to preserve or promote environmental and aesthetic resources.

LAND USE ELEMENT

Objective 2.2 [L].

Conservation Subdivision land development regulations in the County shall be amended by 2004 to provide design options and guidelines for the development of Conservation Subdivisions that advance environmental resource protection or restoration or promote infill and redevelopment. The City may adopt similar provisions.

Policy 2.2.1 [L].

To minimize the threat of premature conversion of rural land, including properties supporting bona fide agriculture and silviculture, the Conservation Subdivision option shall not be allowed within the Rural Future Land Use category, with the exception of those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.2.2 [L].

Within the land development regulations, local government shall define for various Future Land Use categories in which Conservation Subdivisions are allowed, any applicable density bonus incentives, and the minimum percentages of parent tract(s) to be protected as contiguous open space within Conservation Subdivisions. It shall be the intent to establish higher open space percentages for the less dense Future Land Use Map categories. Similarly, it is intended that density bonuses only be permitted as an incentive

in those land use categories which are more dense than the Urban Fringe land use category. Conservation subdivisions within the Urban Fringe land use category shall be density neutral, and ward no units greater than those achievable via conventional site plans subject to density limitations imposed by Policies 1.3.2[C] and 1.3.4[C].

Policy 2.2.3 [L].

To better judge the impacts of Conservation Subdivisions on the demands for services and the effects of coordinating protected open space, local government may phase the implementation of Conservation Subdivisions within Future Land Use Categories more dense than Urban Fringe via the adoption of land development regulation provisions, beginning with Urban Fringe Future Land Use category and those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.2.4 [L].

Conservation Subdivisions may be zoned as Planned Unit Developments (PUDs) or the land development regulations shall be otherwise crafted in order to provide the necessary flexibility with respect to setbacks, minimum lot sizes, street widths, and parking requirements etc. to increase the likelihood of employing this site design option and foster the long-term viability and usefulness of the open space subject to the required conservation easement.

Policy 2.2.5 [L].

Preservation features defined in Policy 1.3.3 [C] shall be incorporated into the open space of any Conservation Subdivision. Conservation features defined in Policy 1.3.1 [C], archaeological sites, bona fide agriculture and silviculture, viewsheds of canopy roads and of other open space shall be incorporated into the open space of a Conservation Subdivision to the greatest extent practicable.

The Planning and respective Growth Management departments shall encourage the use of Conservation Subdivisions wherever parent tracts have been demonstrated to contain bona fide agriculture and silviculture, environmentally significant features, historically or archaeologically significant resources, or direct connections with existing or planned greenway corridors identified in either the Tallahassee-Leon County Greenway Master Plan or the Blueprint 2000 Project Definitions Report.

Policy 2.2.6 [L].

In the implementation of Conservation Subdivisions, all critical on-site resources that are to be preserved shall be of adequate size and buffered to ensure protection of the resource.

Policy 2.2.7 [L].

Where possible, local government shall require protected open space(s) within conservation subdivisions to be established adjacent or contiguous with existing or planned greenspace, whether public or private.

Policy 2.2.8 [L].

In the implementation of Conservation Subdivisions, local government shall require open space and related resources to be placed under a permanent easement that runs with the land. Said easement may be assigned to (1) local government or (2) a local or national land trust that is a 501(c)(3) organization for which conservation of resources is a principal goal and which can provide reasonable assurance it has financial and staff resources to monitor and manage the easement in accordance with the intent of the Objective 2.2 [L] and its supporting policies.

Policy 2.2.9 [L].

Local Government shall require all applications for Conservation Subdivisions to prepare a management plan for all protected open space and a dedicated source of revenues to ensure that all appropriate management activities are undertaken on a regular basis and that all terms of the conservation easement are monitored and enforced.

Policy 2.2.10 [L].

Local and State Government shall be encouraged to enter into agreements with the managers of protected open space within Conservation Subdivisions where it would be mutually advantageous to consolidate management activities between the subdivision and any adjoining public lands.

Policy 2.2.11 [L].

It shall be the policy of the Property Appraiser's office to assess at the minimum rate or charge the applicable fee to all land preserved within a Conservation Subdivision, including property in bona fide agricultural and silvicultural use. However, the appraised value of associated developed land shall reflect any added value provided by proximity to protected open space.

Policy 2.2.12 [L].

Conservation Subdivisions shall be encouraged to include a range of housing types and sizes, and shall not be exempt from any adopted applicable affordable housing provisions.

TEXT AMENDMENT

04-1-T-013

(Provides that the City and County will identify &
address special needs of drainage basin
sub-areas through sector planning)

LAND USE ELEMENT

(New Goal 14, new supporting objective,
& new supporting policies)

LPA Recomm.: APPROVAL (or explore other options)

City Comm. Position: DENIAL

County Comm. Position: No Action Needed

PROPOSED TEXT / POLICIES:

Goal 14. [L]

Leon County and the City of Tallahassee will work cooperatively to further identify and address the special characteristics and needs of sub-areas of the City and County. This goal shall be implemented through the following objective and policy:

Objective 14.1. [L]

By 2004, the City and County shall commence a process to evaluate the environmental conditions and issues relating to major drainage basin study areas of the county including but not limited to the following basins: Fred George, Lake Iamonia, Lake Jackson, Lake Lafayette, Lake Miccosukee, Lake Munson, Ochlockonee, St. Marks, and Woodville Recharge, to be used as one basis for sector plans and other major planning decisions of the local government. This evaluation shall address matters such as protection of conservation and preservation areas (as defined within this Plan), flooding, water quality, aquifer protection, and other issues as identified by the local governments. This evaluation shall be conducted cooperatively by the City and County, irrespective of jurisdictional boundaries, and the evaluation shall be based on technical and scientific information.

Policy 14.1.1. [L]

Sector planning shall be implemented as determined appropriate by the City or County; however, sector planning involving a joint effort of both jurisdictions, shall be encouraged. These sector plans may address elements such as land use, transportation, housing, economic development, environmental protection, infrastructure phasing, development standards and any other matter as identified by the local government. These sector planning efforts shall take into consideration the data gathered through the implementation of Objective 14.1 and shall use this information as background environmental data necessary for the completion of sector planning efforts.

Policy 14.1.2. [L]

The data collected or gathered through the implementation of Objective 14.1 shall be used as a basis for determining whether or not future amendment to the Comprehensive Plan or land development regulations is necessary. However, Goal 14 and its associated Objective 14.1 are not intended to replace existing Comprehensive Plan policies related to environmental protection or storm water management. Instead, this goal and its associated objective is intended to support and aid in the implementation of existing Comprehensive Plan policies and is to be considered additive in this regard.

TEXT AMENDMENT

04-1-T-014

(Establishes future ROW protection &
access management provisions for existing &
future transportation facilities)

**LAND USE, TRANSPORTATION, &
CAPITAL IMPROVEMENTS ELEMENTS,
GLOSSARY**
(Multiple policies)

LPA Recommendation: APPROVAL

City Comm. Position: Continued to Transmittal Hearing

County Comm. Position: Continued to Transmittal Hearing

TEXT AMENDMENT #: 2004-1-T-014

APPLICANT: Tallahassee-Leon County Metropolitan Planning Organization

TEXT / POLICY I.D.: Transportation Element, Capital Improvements Element,
Future Land Use Element, Glossary

DATE: January 13, 2003

At the December 11, 2003, Joint County/City Commission Workshop, action related to this amendment was deferred. Commissioners requested that staff respond to the issues discussed in time for consideration at the Transmittal Hearing.

Discussion at the Workshop focused on the proposed generalized right-of-way (r-o-w) widths associated with the amendment and, specifically, the need to ensure that the proposed policy language provides adequate flexibility to address alternative right-of-way widths. Commissioners requested that the term 'Minimum Right of Way Needs' (as was included in the title of proposed policy 1.3.3: [T]) be evaluated for consistency with the provisions allowing for alternative widths as currently proposed as part of the amendment.

To that end, staff evaluated the proposed policy language of proposed policy 1.3.3: [T] and proposes changes to the policy to ensure that flexibility is provided for alternative right-of-way widths. Specifically, the title above the generalized r-o-w widths was changed from "Minimum Right-of-Way Needs" to "Future Right-of-Way Needs for Planning Purposes" and the column heading was changed from ROW (ft.) to Maximum ROW (ft.). In addition, note #1 under the policy was changed from 'These are generalized ROW widths...' to "Widths represent maximum anticipated ROW needs..." The proposed changes to Policy 1.3.3: [T] are shown in italics in the attached language.

Additionally, Commissioners requested that the list of transportation corridors for which the generalized right-of-way widths would apply be refined to exclude those facilities for which a more specific alignment has been established through an alignment study, engineering study or design. To that end, staff has revised 'Table A: Future ROW Needs and Access Classification' with a notation to reflect those roadways for which a specific alignment has been established through an alignment study, engineering study or design. For these roadways, the specific alignment would apply, not the generalized right-of-way widths.

The entire amendment package, including the staff recommended changes discussed above, is included as *Attachment A*.

ATTACHMENT A

PROPOSED COMPREHENSIVE PLAN AMENDMENTS FOR CORRIDOR PRESERVATION

TRANSPORTATION ELEMENT

FUTURE TRAFFIC/TRANSPORTATION CORRIDORS

Objective 1.3: [T] (*Effective 7/16/90*)

~~Traffic corridors and the necessary rights of way shall be identified and protected or acquired well in advance of the immediate need, to prevent building encroachment and to permit future safe and efficient traffic circulation at a minimal cost and while protecting the natural environment.~~

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.3.1: [T] (*Rev. Effective 8/17/92*)

~~By 1992, the City and County shall adopt ordinances establishing building setbacks for roads identified for multi-laning or expansion on the long range transportation plan. By 2004, the City and County shall adopt corridor management ordinances, in accordance with subsection 337.273(6), F.S., which are designed to protect future transportation corridors designated in the Tallahassee-Leon County Comprehensive Plan from development encroachment, to provide for right-of-way acquisition, and to mitigate potential adverse impacts on affected property owners.~~

Policy 1.3.3: [T] (*Rev. Effective 7/1/94*)

~~After adoption of the Year 2020 Transportation Plan, the City and County shall adopt an Official Transportation Corridor Map identifying future rights of way, including major beltway systems for the Year 2020 traffic, based upon the Year 2020 Transportation Plan and the Future Land Use Element on which it is based. This map shall be evaluated and updated on a two-year basis. Future right-of-way needs for transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in Exhibit A (Future ROW Needs Map) and Table A (Future Right-of-Way Needs and Access Classifications). These widths are intended to indicate generalized corridors, not precise alignments, and shall not apply where a more specific alignment is established through alignment studies, engineering studies or design.~~

Future Right-of-Way Needs for Planning Purposes

<u>Functional Classification</u>	<u>Maximum ROW (ft.)</u> ^{1,2}
<u>Blueprint Principal Arterial</u> ³	<u>230</u>
<u>Principal Arterial</u>	<u>200</u>
<u>Minor Arterial</u>	<u>176</u>
<u>Major Collector</u>	<u>146</u>
<u>Minor Collector</u>	<u>100</u>

Notes:

1. Widths represent maximum anticipated ROW needs based on roadway functional classification, typical cross sections, and design standards for a range of potential design alternatives. In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:
 - (a) Space for sidewalks to provide safe and convenient movement of pedestrians.
 - (b) The provision of bike lanes or separate bike paths.
 - (c) Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.
 - (d) Accommodation of stormwater at the surface or in storm drains.
 - (e) Accommodation of auxiliary lanes at intersections.
 - (f) Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
 - (g) Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.
2. Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.
3. Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

New Policy 1.3.3A: [T] City and County Staff shall review the status of the adopted Transportation Plan and corresponding Future Right-of-Way Needs Map every two years and update them as necessary to address the growth and mobility needs of the local government.

New Policy 1.3.3B: [T] All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map (Exhibit A) and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.

New Policy 1.3.3C: [T] City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.3.4: [T] (Effective 7/16/90)

Right of way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right of way consistent with the Transportation Corridor Map and Capital Improvements Element. Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.

Policy 1.3.5: [T] (Effective 12/16/94)

Preferred alternative alignments identified as part of a Corridor Study, which utilize a roadway segment that does not match the functional classification of the principal corridor are not inconsistent with the Comprehensive Plan based solely on inconsistency with the Roadway Functional Classification Map. If the preferred alternative alignment of a Corridor Study does not match the Roadway Functional Classification Map, the Comprehensive Plan shall be amended prior to the preferred alternative being programmed for further improvement funding.

TRANSPORTATION FUNDING

Policy 1.10.3: [T] (Effective 7/16/90)

The local government shall implement a program for mandatory impact fees or dedication of land for transportation purposes, including necessary rights of way, as a condition of plat or development approval. Such approval shall be consistent with the traffic circulation element and land use element and the "Official Transportation Corridor Map. — Development orders may require conveyance of transportation rights-of-way consistent with Exhibit A (Future ROW Needs Map) and Table A (Future Right-of-Way Needs and Access Classifications), as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.

Policy 1.10.4: [T] (Effective 7/16/90)

The local government may waive impact fees and/or require dedications of land for improvements to the transportation system deemed consistent with the overall Traffic Circulation and Land Use Plan.

CAPITAL IMPROVEMENTS ELEMENT

New Policy: All proposed capital projects in the City and County shall be consistent with the adopted Transportation Plan and designated future transportation corridors.

FUTURE LAND USE ELEMENT

Land Use Plan

IMPLEMENTATION OF COMPREHENSIVE PLAN

The growth management strategy of the Tallahassee-Leon County Comprehensive Plan is designed to be implemented by a series of instruments, which include:

- 1) An **Urban Service Area** strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.
- 2) A **Land Use Map** to graphically distribute broad categories of land use and allowable densities and intensities. In conjunction with the Land Use Map, an environmental overlay system has been included which depicts the general location of environmental features which are to be preserved as required by the Conservation Element, or to which development limitations will apply as identified in the Conservation Element.

3) A **Future Right-of-Way Needs Map** to graphically represent planned future transportation projects in the City of Tallahassee (City) and Leon County (County) and a table of projects indicating the project termini and access classifications. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected. Objectives and policies related to the Future Right-of-Way Needs Map are provided in the Transportation Element.

34) **Commercial Site Location** standards, which apply to Future Land Use Categories other than Mixed Use, in order to integrate commercial land uses into the transportation network and development patterns in order to ensure accessibility by the general public.

45) **Land Use Summary Charts** for each Future Land Use Category other than Mixed Use which in conjunction with the land use map provide guidance as to allowed use on specific sites based upon performance criteria derived from planning principles.

56) Descriptions of nine different **Mixed Use development patterns** which establish development pattern intent, allowed density and intensity, development pattern location criteria, and development pattern access criteria within the Mixed Use Category (see Objective 1.7). The Mixed Use Future Land Use Category also designates Critical Planning Areas and Target Planning Areas for large landholdings (see Objective 6.1).

67) A **Population Distribution Map** to provide guidance and coordinate long range capital infrastructure planning.

78) **Goals, Objectives and Policies** which further add guidance by outlining courses of action to be taken in conjunction with the instruments listed above to further ensure implementation.

These instruments do not act independently of each other. Rather, they combine to form a set of parameters in which land use decisions are made consistent with a growth management strategy designed to address the issues important to the community. A more detailed description of how each instrument is intended to function follows.

Maps (Tallahassee-Leon county 2020 Transportation Map, Tallahassee Urban Area 2020

Transportation Map, Future Right-of-Way Needs Map, Roadway Classification Functional Map-Leon County, Roadway Classification Functional Map-Tallahassee Urban Area-southeast, southwest, northeast, northwest, and downtown; Tallahassee-Leon County 2020 Intermodal Needs Plan, Tallahassee Urban Area; Tallahassee Urban Area-Intermodal Needs Plan Year 2020; The Streets of Tallahassee and Leon County; The Streets of Tallahassee and Leon County)

PROPOSED COMPREHENSIVE PLAN AMENDMENTS FOR ACCESS MANAGEMENT

TRANSPORTATION ELEMENT

IMPACT ON NATURAL ENVIRONMENT AND NEIGHBORHOODS

Policy 1.1.7: [T] (Rev. Effective 8/17/92)

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods that include but are not limited to:

- a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
- b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
- c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
- d) Maintaining natural ground cover, canopy and understory where new roads are built.
- e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
- f) Applying Access management strategies that enhance the character of transportation corridors and gateways to the community by promoting ~~consolidated~~ shared access and consolidated signage and preserving green space for landscaping.

TRAFFIC FLOW, SAFETY AND EFFICIENCY

Policy 1.5.2A: [T] Signalized access points on arterial and major collector roadways shall not be approved where they substantially disrupt the ability to synchronize signals and maintain continuous traffic progression.

Policy 1.5.3: [T] (Effective 7/16/90)

~~In coordination with other governments, adopt an integrated driveway standard and permitting requirement for all new or rebuilt driveways and streets. These standard shall include provisions to minimize the number of driveways, require where appropriate the joint use of driveways, and require auxiliary features such as turn lanes, channelization, etc.~~

Policy 1.5.4: [T] (Rev. Effective 9/19/91)

The City of Tallahassee and Leon County will adopt and maintain driveway connection access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and access points of driveways

~~and roads to roadways median openings.~~ Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of roads and streets that it impacts. Access design options shall include, but not be limited to: minimum access spacing, medians, shared access, interconnections and cross access, acceleration and deceleration lanes, right in and right out limited access, and access via frontage and/or service roads.

New Policy 1.5.4A: [T] All access connections shall have adequate sight distance for safe entry and exit and shall be located and designed to accommodate intended operations and storage needs and to minimize conflict points on the abutting road.

New Policy 1.5.4B: [T] Access connections shall not be permitted in the physical or functional area of the intersections of arterial or collector roadways.

New Policy 1.5.4C: [T] No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.

New Policy 1.5.4D: [T] Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

New Policy 1.5.4E: [T] Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.

New Policy 1.5.4F [T] Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

New Policy 1.5.4G: [T] The City of Tallahassee and Leon County shall work with the Florida Department of Transportation (FDOT) to establish a procedure and/or intergovernmental agreement for coordinating with FDOT on access permitting decisions along state highways in the community.

Policy 1.5.9: [T] (Effective 7/16/90)

~~Require sufficient building setback at intersections in order to provide for the inclusion of frontage roads for large scale commercial projects and/or emerging commercial areas.~~

Policy 1.5.11: [T] (Effective 6/28/95)

Cul-de-sacs shall be limited in length and have a turnaround that accommodates emergency and delivery vehicles in order to protect emergency access and to promote convenient daily use. Dead-end streets other than cul-de-sacs shall not be permitted unless they are designed to connect with future streets on adjacent land, in which case an adequate temporary turnaround easement must be provided at the end of the street.

~~Land development regulations shall establish standards for access to development in order to protect emergency access and to promote convenient daily use. Land development regulation standards for access shall be based upon established national guidelines, which are reviewed and interpreted to reflect local conditions and experience. These standards shall:~~

- ~~1) Establish a range of allowable dwelling units and nonresidential floor area which may be served by a single point of access to a public street;~~
- ~~2) Establish criteria for a length of public and private streets from a single point of access; and~~
- ~~3) Establish criteria for emergency vehicle access in terms of turning radius, slope, roadway width and roadway surface.~~

REDUCTION OF VEHICLE TRIP DEMAND

New Policy 1.6.9: [T] All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

New Policy 1.6.10: [T] All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

CAPITAL CIRCLE PARKWAY

Policy 1.12.1: [T] *(Effective 12/7/99)*

As Capital Circle is converted ~~from a two-lane arterial~~ to a high capacity, multi-lane arterial, future access-points ~~to and from adjacent property will shall become~~ limited so that the improved roadway will function more efficiently and safely for its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

- A. No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;
- B. New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
- C. Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.
- D. The City and County shall work with FDOT to upgrade the access classification to AC 3 on segments of Capital Circle that are planned for improvement that are currently classified as AC 5.

~~B. By 2001, develop Land Development Regulations (LDRs) that provide prescriptive and performance based criteria for determining the number of access points any given parcel can have to Capital Circle.~~

~~C. By 2001, in coordination with FDOT, develop an Access Management Plan for Capital Circle which identifies the following on a map:~~

- ~~1. Those parcels of land that have existing legal agreements with FDOT for access to Capital Circle and the agreed upon location if stated;~~
- ~~2. Those parcels of land that do not have legal agreements with FDOT for access to Capital Circle and the potential number and location of access points allowable per parcel pursuant to FDOT access management standards and existing LDRs;~~
- ~~3. Those parcels of land that provide an opportunity to develop shared access points to Capital Circle and the location of proposed temporary access points for each. These temporary access points would be eliminated at such time as the ability to require shared access with adjacent properties arises.~~

~~D. By 2001, develop LDRs that provide a process for the creation and eventual elimination of temporary access points to Capital Circle for vacant properties and properties that are undergoing redevelopment. Emphasis shall be on providing reasonable "temporary" access to Capital Circle for all properties granted development approval, while providing a means to remove this access in the future in exchange for a shared access point with adjoining properties. In some instances, the location of the "temporary" access point will be the same as the future shared access point for adjoining parcels. In other cases, and as shown on the Access Management Plan created under Transportation Policy 1.12.1 [T], it may be in the interest of safety, capacity, and business equity to locate the shared access point in a different location than the existing temporary access point.~~

~~E. By 2001, develop appeal procedures to the appropriate governing body for denial of access to Capital Circle in the LDRs.~~

Policy 1.12.2: [T] (*Effective 12/16/94*)

~~As a general rule, median openings in Capital Circle shall be no closer than a quarter mile apart. Interim median openings may be less than a quarter mile apart to serve existing development, but in no instance shall they be less than one eighth mile apart.~~

GLOSSARY

Intersections: Commercial land uses are required to locate at intersections. The intersection of an arterial roadway with another arterial roadway or a major collector may not extend beyond $\frac{1}{4}$ mile from the centerline of the intersection or $\frac{1}{4}$ of the distance to the next arterial or major collector, whichever is less. For all other intersections, it may not extend beyond 330 feet from the centerline of the intersection or $\frac{1}{4}$ of the block length, whichever is less. Note that there is an additional policy in the land use element that allows for commercial land use to locate away from intersections if certain criteria are met.

Freeways: Roadways that provide the highest level of mobility and are intended to carry the greatest amount of traffic at the highest speeds. Accordingly, freeway mainlanes provide no direct access to property and access to the freeway is provided only at interchanges and ramps.

Functional Area of an Intersection: the area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

Principal Arterial: Principal arterial roadways are designed to carry the next highest level of mobility and are intended to carry substantial traffic volumes and longest trips over relatively long distances and at relatively high speeds, through and with the county. Direct property access may be provided but must be carefully managed to avoid creating unsafe and congested conditions and to preserve mobility.

Minor Arterial: Minor arterial roadways interconnect with and augment the principal arterial system. They are similar in function to principal arterials, but it accommodates trips of more moderate length and distributes travel to geographic areas smaller than that of the principal arterial system. Therefore, they provide a somewhat higher degree of property access than principal arterials.

Major Collector: Means a street that major collector roadways channels traffic between arterials, from other collector streets to the arterial system, and from a major activity center to the arterial street system. Major collectors streets may sustain retail and other commercial establishments along its route, office or residential uses and may carry relatively high traffic volumes and are similar in function to minor arterials. They provide direct access to abutting properties, but in a more limited fashion than minor collectors or local roads given the higher traffic volumes.

Minor Collector: Means a street that minor collector roadways conduces channel traffic from a number of minor streets to the major collector/arterial system, between other collectors, and from activity centers to a street of higher classification, and provides access to adjoining properties. Minor collectors provide access to adjoining properties are predominately residential in nature, except in commercial, office or industrial subdivisions, and generally have lower volumes, shorter trip lengths, and fewer through trips than major collectors.

Local Streets: Means a street local streets that collects traffic from adjacent land uses and possibly several other minor streets (cul-de-sacs, loops, alleys, lanes) and channels it to the collector/arterial street system. Local streets are intended to carry the lowest traffic volumes at the

lowest speeds, discourage through traffic (usually do not carry traffic between two streets of a higher classification), and to provide access to abutting land. ~~Non residential local streets can provide access to commercial, office, or industrial subdivisions.~~

Tallahassee - Leon County

Future Right-of-Way Needs Map

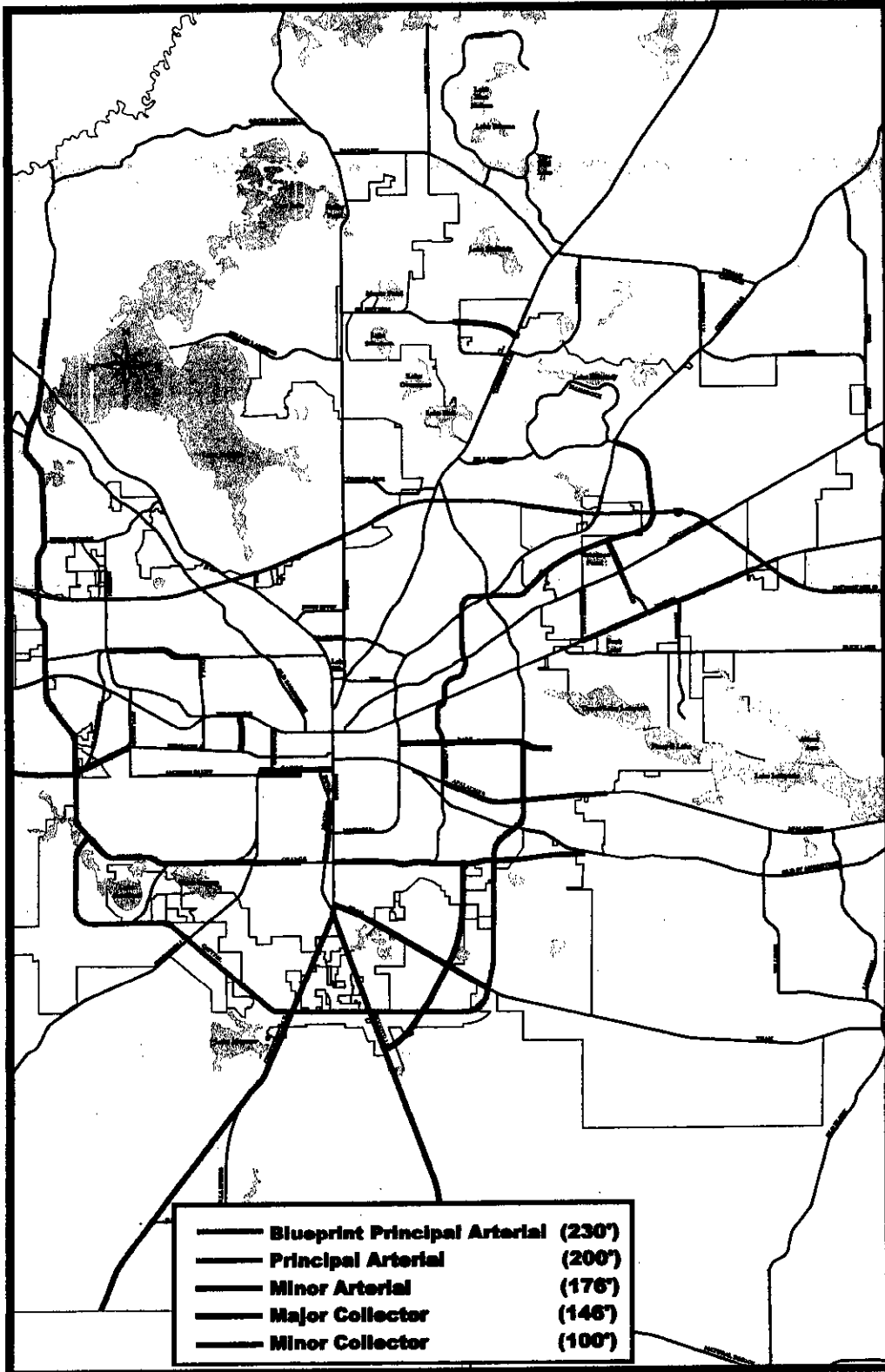


Table A: Future ROW Needs and Access Classification

Segment	From	To	Functional Classification	Existing	2020	Maximum Needed ROW	FDOT Access Class
Adams Street	Duval Street	Orange Avenue	Minor Arterial	2	4	176'	5
Apalachee Parkway	Blair Stone Road	Connor Boulevard	Principal Arterial	4	6	200'	6
<i>Blair Stone Road Extension*</i>	<i>Park Avenue</i>	<i>Capital Circle, Northeast</i>	<i>Principal Arterial</i>	0	4	200'	
Blountstown Highway	Capital Circle, Southwest	Aenon Church Road	Principal Arterial	2	4	200'	6
<i>Capital Circle, Northwest*</i>	<i>Interstate 10</i>	<i>West Tennessee Street</i>	<i>Principal Arterial</i>	2	6	230'	5
Capital Circle, Northwest	North Monroe Street	Interstate 10	Principal Arterial	2	4	200'	5
Capital Circle, Southeast	Tram Road	Orange Avenue	Principal Arterial	2	6	230'	3
Capital Circle, Southeast	Orange Avenue	Apalachee Parkway	Principal Arterial	2	6	230'	5
Capital Circle, Southwest	West Tennessee Street	Blountstown Highway	Principal Arterial	2	4	230'	3
Capital Circle, Southwest	Blountstown Highway	Crawfordville Road	Principal Arterial	2	4	230'	3
Capital Circle, Southeast	Crawfordville Road	Tram Road	Principal Arterial	2	6	230'	3
<i>Crawfordville Road*</i>	<i>Four Points</i>	<i>Wakulla Springs Road</i>	<i>Principal Arterial</i>	2	4	200'	3
<i>Crawfordville Road*</i>	<i>Wakulla Springs Road</i>	<i>Wallace Road</i>	<i>Principal Arterial</i>	2	4	200'	3
Crawfordville Road	Wallace Road	Wakulla County Line	Principal Arterial	2	4	200'	3
Edenfield Road Extension	Micosukee Road	Welaunee Boulevard	Minor Collector	0	2	100'	
Gaines Street	Lake Bradford Road	Monroe Street	Minor Arterial	4	4	176'	5
Jackson Bluff Road Extension	Lake Bradford Road	Railroad Avenue	Major Collector	0	2	146'	
Kerry Forest Parkway Extension	Kerry Forest Parkway	Ox Bottom Road	Major Collector	0	2	146'	
<i>Mahan Drive*</i>	<i>Dempsey Mayo Road</i>	<i>Interstate 10</i>	<i>Principal Arterial</i>	2	4	200'	5
Orange Avenue	Capital Circle, Southeast	Southwood Plantation Road	Minor Arterial	0	2	176'	
Orange Avenue	Capital Circle, Southwest	Wahnish Way	Minor Arterial	2	4	176'	6
Orange Avenue	Monroe Street	Blair Stone Road	Minor Arterial	2	4	176'	
Orange Avenue	Blair Stone Road	Capital Circle, Southeast	Minor Arterial	2	4	176'	
<i>Park Avenue Extension*</i>	<i>Magnolia Drive</i>	<i>Conner Boulevard</i>	<i>Major Collector</i>	0	2	146'	
Paul Russell Road Extension	Orange Avenue	Woodville Highway	Major Collector	0	2	146'	
Pensacola Street	Appleyard Drive	Capital Circle, Southwest	Minor Arterial	2	4	176'	6
<i>Stadium Drive Extension*</i>	<i>Pensacola Street</i>	<i>West Tennessee Street</i>	<i>Major Collector</i>	0	4	146'	
<i>Tharpe Street*</i>	<i>Capital Circle, Northwest</i>	<i>Ocala Road</i>	<i>Minor Arterial</i>	2	4	176'	5
Tram Road	Monroe Street	Capital Circle, Southeast	Minor Arterial	2	4	176'	
Welaunee Boulevard	Interstate 10	Shamrock Street South	Principal Arterial	0	2	200'	
Welaunee Boulevard	Capital Circle, Northeast	Fleischman Road	Principal Arterial	0	4	200'	
Welaunee Boulevard	Fleischman Road	Interstate 10	Principal Arterial	0	4	200'	
Woodville Highway	Tram Road	Capital Circle, SE	Principal Arterial	2	4	200'	6
Woodville Highway	Capital Circle, SE	Natural Bridge Road	Principal Arterial	2	4	200'	6

* Note: Roadways shown *italicized* in bold have an approved alignment study, engineering study or design that would apply rather than the generalized r-o-w widths shown in this table.

TEXT AMENDMENT

04-1-T-015

(Creates more flexibility to develop on certain sites with significant grades (10% to 20 %) by allowing for off-site mitigation)

LAND USE & CONSERVATION ELEMENTS, GLOSSARY

(Land Use Summary, Policies 1.2.1, 1.2.2;
Conservation Policies 1.3.2, 1.3.5, 1.3.8;
Adds new term to Glossary)

LPA Recommendation: DENIAL

City Comm. Position: APPROVAL with Modifications

County Comm. Position: APPROVAL with Modifications

PROPOSED TEXT / POLICIES

LAND USE ELEMENT

ENVIRONMENTAL OVERLAYS

CONSERVATION (Rev. Effective 8/17/92)

These are areas which would require special considerations for development due to significant environmental constraints. The conservation category includes altered floodplains and floodways and wetlands, altered watercourses and improved elements of the primary drainage system, closed basins, grade areas (10% - 20%), high quality successional forests, areas exhibiting active karst features and designated canopy roads. Best management and design standards are required in potential development in order to ensure continued functioning of the ecosystem. Assessed impact upon natural resource determines density and/or intensity within a prescribed range within which the parcel is located. Planned development is required for approval. Strict performance requirements will be applied.

In all cases, mitigation via the transfer of development to non-environmentally sensitive areas on-site is preferable. Land development regulations shall be developed that permit off-site mitigation for significant grades on properties within or adjoining Capital Circle, south of Interstate 10 that meet the criteria set forth in the Conservation Element. Density transfer shall be within the parcel; no off-site transfer of density is permitted. Transfer of development density to non-environmentally sensitive areas on-site will be allowed up to the density permitted by the future land use category in which the parcel is located. The amount of density transfer may be limited by other applicable requirements and ordinances implemented during the development review process, such as requirements for stormwater retention, open space and landscaping, buffer, setbacks, parking, transportation access and any concurrency requirements. If there is no area on the site suitable for transfer and off-site mitigation is not available or used, development will be allowed at one unit per acre unless otherwise stated. Where open space requirements are part of the land development code, 50% credit may be given for conservation areas that are preserved. In no case can the density on the developable portion of the site be more than double the allowed density of the Land Use category in which the parcel is located.

Development Criteria (Rev. Effective 8/17/92)

- e) **Significant grade areas (10-20%)** – The intent of protecting sloped areas of ten percent and above is to maintain local topography, prevent erosion, protect water quality, and maintain existing vegetation. The density and intensity of the proposed land use and its resulting impervious or disturbed area should be suitable for the site. It is not the intent of this policy to regulate man made slopes. Development will be allowed at a density reflective of the density permitted by the existing land use category. Development will be permitted provided the following are done:

- 5) In lieu of the above, land development regulations may provide for off-site mitigation for development sites that meet the following criteria:
- a) The site is within or adjoining Capital Circle, south of Interstate 10;
 - b) The site is not within a Target Planning Area (TPA), Critical Planning Area (CPA), or Planned Unit Development;

- c) The site is served by a roadway in place, constructed to City or County standards, whichever is applicable and for which there is adequate capacity; and all water, sewer, and electric infrastructure necessary to serve the site are available;
- d) The significant grades on the site are not part of, do not include, and are not adjacent to previously protected significant grades or other preservation areas or conservation areas (other than significant grades) for which there are no off-site mitigation options;
- e) The significant grades on-site are not necessary for buffering other preservation areas or conservation areas on-site or on adjoining parcels; and
- f) An off-site mitigation plan for the development of the significant grades site has been approved that demonstrates net environmental benefit.

Conservation Areas Development Criteria (Summary)
(Rev. Effective 8/17/92)

	<u>Transfer</u>	<u>Develop</u>
Altered floodplains and floodways	Density per land use category	Density per land use category if (1)*
Altered wetlands	Density per land use category	None (limited to stormwater facilities)
Altered watercourses; Improved elements of primary drainage system	Density per land use category	None
Closed basin	Density per land use category	Density per land use category if (2)*
Significant grades (10-20%)	Density per land use Category <u>unless (6)*</u>	Density per land use category if (3)* or 1 unit per acre <u>unless (6)*</u>
High quality successional forest	Density per land use category	Density per land use category if (4)* or 1 unit per 2 acres
Active karst features	Density per land use category No untreated stormwater; Meet all additional criteria*	Density per land use category. No untreated stormwater; meet all additional criteria* (See karst features narrative - Section F, Conservation Criteria)
Designated canopy roads	Density per land use category	Density per land use category if (5)* or 1 unit per acre. 100 ft. zone applies.

* footnotes

- (1) Provided it does not increase flow or displace volume.
- (2) There must be sufficient stormwater capacity within the closed basin.
- (3) Provided:
 - a) Topographical changes are minimized.
 - b) 50% of grade left undisturbed (or under approved vegetation management plan)
Additional flexibility available through the LDRs for urban core and high wage employment.
Small areas of severe grades within significant grades may be treated as significant grades.
- (4) Provided development is clustered and there is no more than 20% disturbance of the site.

- (5) Provided all requirements are met, i.e., 100 foot zone, curb cuts, authorized analysis of impact, joint access.
- (6) Off-site mitigation plan is approved per land development regulations consistent with the Comprehensive Plan.

DEVELOPMENT IN RELATION TO ENVIRONMENTAL CONSTRAINTS

Policy 1.2.1: [L]

Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Such off-site mitigation plans shall recognize the contribution of preserved significant grades to community character, ameliorating the impacts of stormwater, and providing conditions for native plant communities,

Policy 1.2.2: [L]

The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of-way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

CONSERVATION ELEMENT

ENVIRONMENTAL CONSTRAINTS

Policy 1.3.2: [C] (Effective 12/10/91)

Potential development within areas of the conservation overlay district shall exhibit best environmental management practices with the emphasis on designing with nature. The major criterion for approval shall be the continued functioning, with minimum disturbances, of the ecosystem which the development is impacting. For significant grades only, off-site mitigation may be approved under criteria to be included in land development regulations that allow development of a site with significant grades, and where net environmental benefit can be demonstrated via both enhanced mitigation measures on-site and protective measures at an external site.

Conservation area development criteria are as follows:

Conservation Areas

	<u>Transfer</u>	<u>Develop</u>
Altered floodplains and floodways	Density per land use category	Density per land use category if (1)*
Altered wetlands (City only)	Density per land use category	None (limited to stormwater facilities)
Altered watercourses; Improved elements of primary drainage system	Density per land use category	None
Closed basin	Density per land use category	Density per land use category if (2)*
Significant grades (10-20%)	Density per land use category <u>unless (6)*</u>	Density per land use category if (3)* or 1 unit per acre <u>unless (6)*</u>
High quality successional forest	Density per land use category	Density per land use category if (4)* or 1 unit per 2 acres
Active karst features	Density per land use category No untreated stormwater; Meet all additional criteria*	Density per land use category. No untreated stormwater; meet all additional criteria* (See karst features narrative - Section F, Conservation Criteria)
Designated canopy roads	Density per land use category	Density per land use category if (5)* or 1 unit per acre. 100 ft. zone applies.

* footnotes

(1) Provided it does not increase flow or displace volume.

(2) There must be sufficient stormwater capacity within the closed basin.

(3) Provided:

a) Topographical changes are minimized.

b) 50% of grade left undisturbed (or under approved vegetation management plan)

Additional flexibility available through the LDRs for urban core and high wage employment.

Small areas of severe grades within significant grades may be treated as significant grades. (Effective 6/07/01)

- (4) Provided development is clustered and there is no more than 20% disturbance of the site.
- (5) Provided all requirements are met, i.e., 100 foot zone, curb cuts, authorized analysis of impact, joint access.
- (6) Off-site mitigation plan is approved per land development regulations consistent with the Comprehensive Plan.

**** Design of the stormwater facility shall result in the re-establishment of the undisturbed portion of the wetland.**

Policy 1.3.5: [C] (Rev. Effective 9/19/91)

Development must be clustered away from preservation areas on to non-environmentally sensitive portions of the site. Clustering development outside conservation areas features shall be the preferred option except where the conservation features consist solely of significant grades, an off-site mitigation plan has been approved and no other conservation or preservation features will be affected, and shall be implemented through the use of density incentives to be applied on-site.

Policy 1.3.8: [C] (Effective 9/19/91)

When there are no non-environmentally sensitive areas on which to cluster on a parcel, the allowable density must be clustered in the portion of the site that will have the least impact on the natural resource being impacted unless the conservation features consist solely of significant grades, an off-site mitigation plan has been approved and no other conservation or preservation features will e affected.

Policy 1.3.9 [C].

Environmental and ecological services shall be taken to include habitat, nutrient uptake, carbon sequestration, flood detention, water storage, and related function. Without measures to ensure their continued delivery, off-site mitigation may result in a net loss of such services and their economic contribution to the community. Consequently, the hierarchy of preferred development strategies shall be as follows:

- (1) Design development to be compatible with conservation and preservation features on site (No mitigation required).
- (2) Design development to avoid, or minimize or ameliorate impacts to conservation and preservation features on site (On-site mitigation).
- (3) Local government may adopt land development regulations that provide an off-site mitigation option for properties in certain locations that contain significant grades greater than a certain size or percentage of the parent tract. Such off-site mitigation may be employed in cases where an applicant demonstrates that neither (1) nor (2) can be realistically achieved by design subject to existing zoning and environmental permitting requirements (Off-site mitigation).
 - a) In no instance shall the off-site mitigation option be employed where the subject area adjoins other conservation or preservation features and the

environmental services collectively provided would be measurably diminished.

- b) In all instances, employment of the off-site mitigation option shall preclude the use of site design alternatives that reduce the percentage of the site dedicated to landscaping or natural area preservation.
- c) Pursuant to policies or programs to improve the quality of receiving waters, including Surface Water Improvement and Management (SWIM) Plans, Total Maximum Daily Loads (TMDLs), Stormwater Pollutant Reduction Programs, and Lake Management or Action Plans, local government may establish stricter standards for stormwater treatment for sites employing off-site mitigation.

Policy 1.3.10 [C].

Local government recognizes that the design of a site is in part an economic decision, and that offsite mitigation may be accomplished by several means. Consequently, the preferred hierarchy of off-site mitigation strategies for significant grades shall be as follows:

- (1) Participation in a mitigation bank established within the same *major drainage basin* that is managed to generate all of the environmental services provided by significant grades.
- (2) Participation in a mitigation bank established in another *major drainage basin* that is managed to generate all of the environmental services provided by significant grades.
- (3) Via conservation easement or similar instrument, bona fide preservation and management on other property owned or to be acquired by the applicant equal to twice (two times) the acreage of significant grades on-site to be mitigated.
- (4) Fees-in-Lieu provided to Local Government to acquire and manage property to compensate for the loss of environmental services provided by significant grades, plus a stormwater management surcharge to compensate for within-drainage basin impacts attributable to the loss of significant grades.

GLOSSARY

OFFSITE MITIGATION: To compensate for the impacts of development on significant environmental resources in areas deemed important for infill or related conversions of land use by preserving, restoring and enhancing the environmental functions of ecosystems elsewhere.

TEXT AMENDMENT

04-1-T-016

(Adds definitions for Private Recreation
Facilities, Commercial Recreation Facilities,
& Residential Recreation Facilities)

GLOSSARY

(Adds new terms to Glossary)

LPA Recommendation: DENIAL
City Comm. Position: DENIAL (Strengthen staff
alternative)
County Comm. Position: APPROVAL

PROPOSED TEXT / POLICIES (as submitted):

PRIVATE RECREATION FACILITIES: Recreational facilities provided by the private sector.

COMMERCIAL RECREATIONAL FACILITIES: Facilities operated by the private sector as for profit or not-for-profit.

RESIDENTIAL RECREATIONAL FACILITIES: Facilities located within and associated with residential developments.

STAFF PROPOSED ALTERNATIVE:

New Policy 1.4.23 [L]

By 2005, the Tallahassee-Leon County Comprehensive Plan and the implementing City and County land development regulations shall include provisions relating to regional recreational facilities. These regulations shall establish a definition of regional recreational facilities and shall specify the Future Land Use Map categories and zoning districts that regional recreational facilities are allowable within and shall require a greater level of review and additional site design criteria to address the off-site impacts of regional recreation uses. Impacts addressed shall include, but not be limited to: peak use traffic, hours of operation, lighting, noise, building orientation, buffers and setbacks, or any other potential negative impacts of such uses affecting adjacent or nearby residential uses or the residential character of the nearby area.

Note: The proposed amendment addresses the impacts of recreational uses as directed by the City Commission at their workshop held on December 11, 2003. Further information pertaining to a work program to implement a "regional recreational facilities" amendment follows.

Anticipated Future Amendments

The following amendments to the Comprehensive Plan would be accomplished during the 2005-1 amendment cycle beginning in July of 2004:

- Amend Land Use Element Summary land use category descriptions to include regional recreational in the land use categories that would allow such uses (Mixed Use, Rural, Industrial and Urban Fringe, for example).
- Amend the Land Use Element Land Use Development Matrices to include regional recreational uses.
- Amend the Definitions section as follows:

Definitions

Recreational:

Passive: Natural resource oriented (hiking trails, boat landings, neighborhood parks).

Active: Facility oriented (swimming pools, ball fields, tennis courts, handball and raquet ball courts).

Regional: Regional facility oriented (large scale sports stadium, arenas, racetracks, private air strips and commercial outdoor amusements such as water slides, go cart tracks, large scale skate board parks, miniature golf facilities and zoos).

The following amendments to the land development regulations would be accomplished in conjunction with the above described Comprehensive Plan amendments:

- Regional Recreational uses become allowable by Special Exception in certain zoning districts (Rural, Urban Fringe, and higher intensity commercial and or Industrial). These special exceptions would be subject to the project meeting certain criteria and Board or Commission approval. The following provides an example of the type of criteria that could be used as seen in another community's regulations:
 1. The scale, intensity, and operation of the use shall not generate unreasonable noise, traffic, congestion or other potential nuisances or hazards to surrounding residential or commercial properties.
 2. Sites shall be located within more highly accessible portions of allowable districts nearest collector or arterial roadways as apposed to internal residential streets.
 3. Site plan submitted with the special exeption application shall demonstrate that the site will be designed to maximize compatibility with adjacent land uses of lesser intensity and provide for a smooth transition where greater or varying intensity in land uses exist.
 4. When the site abuts residential districts or uses, an eight (8) foot privacy fence must be provided for screening, and a one-hundred (100) foot vegetative buffer must be maintained between the activity and the property line.
 5. If the site abuts or is within three hundred (300) feet of a residential zoning district or use, the following restrictions on lighting and noise shall apply:
 - a. The total cutoff light shall be at an angle of less than ninety (90) degrees and shall be located so that the bare light bulb, lamp, or light source is completely shielded from the district view of an observer five (5) feet above the ground where the cutoff angle intersects the ground and so that no light can be viewed for said residential districts or use.
 - b. Loudspeaker, announcement systems, music and other noises shall be located with respect to the zoning district boundaries that the level of sound, as measured in decibels, at the property line shall not exceed 40 db during the hours of 9 a.m.

to 6 p.m. or 35 db during the time period from 6 a.m. to 10 p.m. when any commercial outdoor amusement activity so located shall close.

7. Setbacks for any commercial outdoor amusement activity, including uses and structures, shall be at least fifty (50) feet from all property lines. When such commercial amusement activity abuts residential zoning districts uses, the setback shall be at least two hundred (200) feet from those property lines.

TEXT AMENDMENT

04-1-T-017

(Adds footnote to Recreation Open/Space
future land use category on Matrix)

LAND USE ELEMENT

(Land Use Development Matrix)

LPA Recommendation: DENY Original Request;
APPROVAL - Staff Alternative

City Comm. Position: DENY Original Request;
APPROVAL - Staff Alternative

County Comm. Position: APPROVAL - Original Request

PROPOSED TEXT / POLICIES (as submitted):

Add footnote #24 to the Land Use Development Matrix under the Recreation/Open Space future land use category, which reads as follows:

#24 Active recreation facilities are only allowed within the Urban Service Area or within a Rural Community.

Note: Approval of this amendment would result in three of the existing Leon County recreation facilities becoming non-conforming because they are located in the Recreation/Open Space land use category outside the Urban Service Area.

Additionally, the proposed amendment is inconsistent with other Plan provisions which allow Active Recreation uses in the Rural, Urban Fringe, and Lake Talquin Recreation/Urban Fringe future land use categories, all of which are intended to be applied outside the Urban Service Area.

Staff Recommended Alternative: Deletion of the language in the narrative description of the Recreation/Open Space future land use category that prohibits the siting of active recreation uses outside the Urban Service Area as shown below:

Recreation/Open Space

This category contains:

- (1) Government owned lands, which have active or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas.
- (2) Privately owned lands which have golf courses, cemeteries, or wildlife management areas.

Permitted uses include recreation and silviculture. ~~Active recreation facilities are included if the site is within the USA or a rural community.~~

Note: Approval of this alternative addresses two sets of inconsistencies in the Plan, which would result from approval of the amendment as filed.

- (1) Recreation/Open Space and Rural Community are both future land use categories.
- (2) Other future land use categories intended to apply to areas outside the Urban Service Area now permit Active Recreation. These categories are Rural Community, Rural, Urban Fringe and Lake Talquin Recreation/Urban Fringe.

TEXT AMENDMENT
04-1-T-018

(Adds footnote to Active & Passive
Recreation use types on Matrix)

LAND USE ELEMENT
(Land Use Development Matrix)

LPA Recommendation: DENIAL
City Comm. Position: DENIAL
County Comm. Position: APPROVAL

PROPOSED TEXT / POLICIES

Add footnote #25 to the Land Use Development Matrix next to the active and passive recreation proposed use types which reads as follows:

#25 This is a reflection of Land use Policy 2.1.7

Land Use Policy 2.1.7 states the following:

Criteria established within the subdivision ordinances shall set aside land for active and passive contiguous green space in order to provide for accessible recreation and/or open space areas for all neighborhoods.

Note: Land Use Policy 2.1.7 directs local government to take an action within the land development regulations and does not directly regulate the development upon an individual parcel of land. Placement of a note on the Land Use Development Matrix clouds the intent of Land Use Policy 2.1.7 by shifting its focus from directing an action to that of regulating the location of individual uses.

The potential effect of approving this amendment is limiting the location of an active or passive recreation use unless it is part of a subdivision plat.

TEXT AMENDMENT
04-1-T-019

(Waives most intersection & adjoining
use restrictions in the Activity Center
future land use category)

LAND USE ELEMENT
(New Land Use Policy 1.4.22)

LPA Recommendation: APPROVAL
City Comm. Position: APPROVAL
County Comm. Position: APPROVAL

PROPOSED TEXT / POLICIES

Policy 1.4.22 [L]:

Waive all street access, intersection and adjoining use restrictions for allowed uses internal to the Activity Center future land use category. The exception to this policy is that access shall be prohibited to any local street within a recorded or unrecorded residentially platted subdivision. It is not the intent of this policy to waive landscaping or buffer requirements.

If the amendment is adopted, the Land Development Matrix will also be amended with a footnote to reflect the provisions of new Land Use Policy 1.4.22.

TEXT AMENDMENT

04-1-T-020

(Adds Neighborhood Boundary
future land use category to
Land Use Development Matrix)

LAND USE ELEMENT

(Land Use Development Matrix)

LPA Recommendation: APPROVAL

City Comm. Position: APPROVAL with Modifications

County Comm. Position: APPROVAL with Modifications

**ATTACHMENT A
PROPOSED CHANGES TO THE
LEON COUNTY LAND USE DEVELOPMENT MATRIX**

LEON COUNTY*

[illegible]

Adopted 5-13-03

Note:
Matrix is intended to be a pictorial representation of existing policies in the Comprehensive Plan.

**DOES NOT APPLY TO MIXED USE,
DOWNTOWN AND
WOODYVILLE RURAL COMMUNITY**

*** Proposed**

For more information, contact your nearest local representative.

ATTACHMENT B
PROPOSED CHANGES TO THE
CITY OF TALLAHASSEE LAND USE DEVELOPMENT MATRIX

LAND USE DEVELOPMENT MATRIX

[illegible]

Note:
Effective Date 6/30/02

Note:
Matrix is intended to be a pictorial representation of existing policies in the Comprehensive Plan.

**DOES NOT APPLY TO MIXED USE,
DOWNTOWN AND
WOODVILLE RURAL COMMUNITY**

1. *What is the purpose of the following text?*
The purpose of the following text is to inform the reader about the importance of maintaining a healthy diet and regular exercise routine for overall well-being.
2. *What is the main idea of the text?*
The main idea of the text is that a balanced diet and regular physical activity are essential for maintaining good health and preventing chronic diseases.
3. *What are the key points mentioned in the text?*
The key points mentioned in the text are: (a) Eating a variety of fruits and vegetables, (b) Limiting intake of saturated fats and added sugars, (c) Engaging in at least 150 minutes of moderate-intensity exercise per week, and (d) Staying hydrated by drinking plenty of water.
4. *What is the author's tone in the text?*
The author's tone is informative and encouraging, aiming to motivate the reader to adopt healthier lifestyle choices.
5. *What is the purpose of the following text?*
The purpose of the following text is to provide a detailed overview of the current state of the global economy and its challenges.
6. *What is the main idea of the text?*
The main idea of the text is that the global economy is facing significant challenges, including inflation, supply chain disruptions, and geopolitical tensions, which require coordinated international efforts to address.
7. *What are the key points mentioned in the text?*
The key points mentioned in the text are: (a) Rising inflation rates across major economies, (b) Disruptions in global supply chains due to the pandemic and trade wars, (c) The impact of geopolitical tensions on market stability, and (d) The need for international cooperation to mitigate economic risks.
8. *What is the author's tone in the text?*
The author's tone is analytical and cautionary, highlighting the potential risks and challenges facing the global economy.
9. *What is the purpose of the following text?*
The purpose of the following text is to discuss the impact of climate change on the environment and human society.
10. *What is the main idea of the text?*
The main idea of the text is that climate change is a global threat that requires urgent action to mitigate its effects and adapt to the changing environment.
11. *What are the key points mentioned in the text?*
The key points mentioned in the text are: (a) Rising global temperatures and sea levels, (b) Increased frequency of extreme weather events, (c) Threats to biodiversity and ecosystems, and (d) The need for sustainable development and carbon reduction strategies.
12. *What is the author's tone in the text?*
The author's tone is urgent and persuasive, emphasizing the severity of the climate crisis and the need for immediate action.

***, Protected**

**TEXT AMENDMENT
04-1-T-021**

(Requires applicants to wait one full year
on applications that are withdrawn
after receiving an LPA recommendation)

**INTERGOVERNMENTAL COORDINATION
ELEMENT**

(Intergovernmental Coordination Policy 1.8.4)

LPA Recommendation: DENIAL
City Comm. Position: APPROVAL
County Comm. Position: APPROVAL

PROPOSED TEXT / POLICIES

Policy 1.8.4: Citizen initiated future land use map amendment requests **that have been withdrawn subsequent to receiving a recommendation from the LPA or** which have been denied will have to wait until one amendment application period has passed before resubmitting a future land use map amendment request for the same parcel or parcels. Nothing in this policy shall prohibit staff, LPA or elected commissions from initiating a map amendment on a previously denied request on subject parcel(s).